February 4th–February 10th, 1988, No. 5 75¢

THE Fisherman

Long Island, Metropolitan New York Edition

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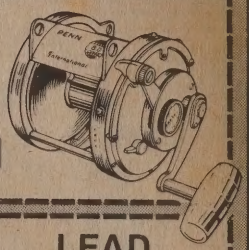

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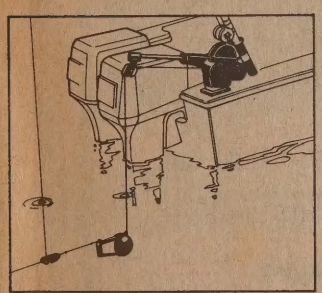

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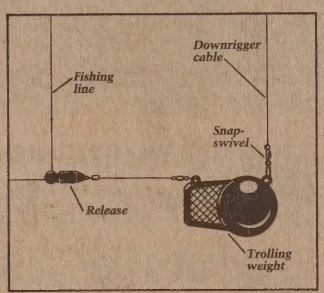

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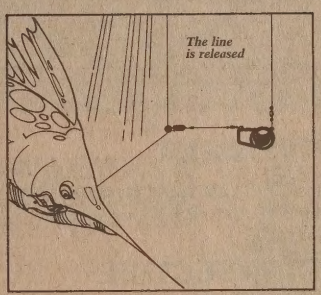
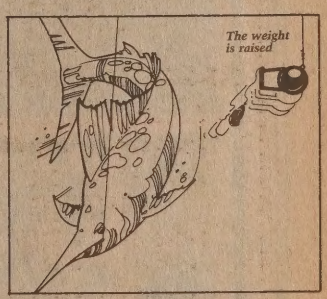


3. When a fish strikes, the force overcomes the spring tension of the release and separates the line from the downrigger weight.



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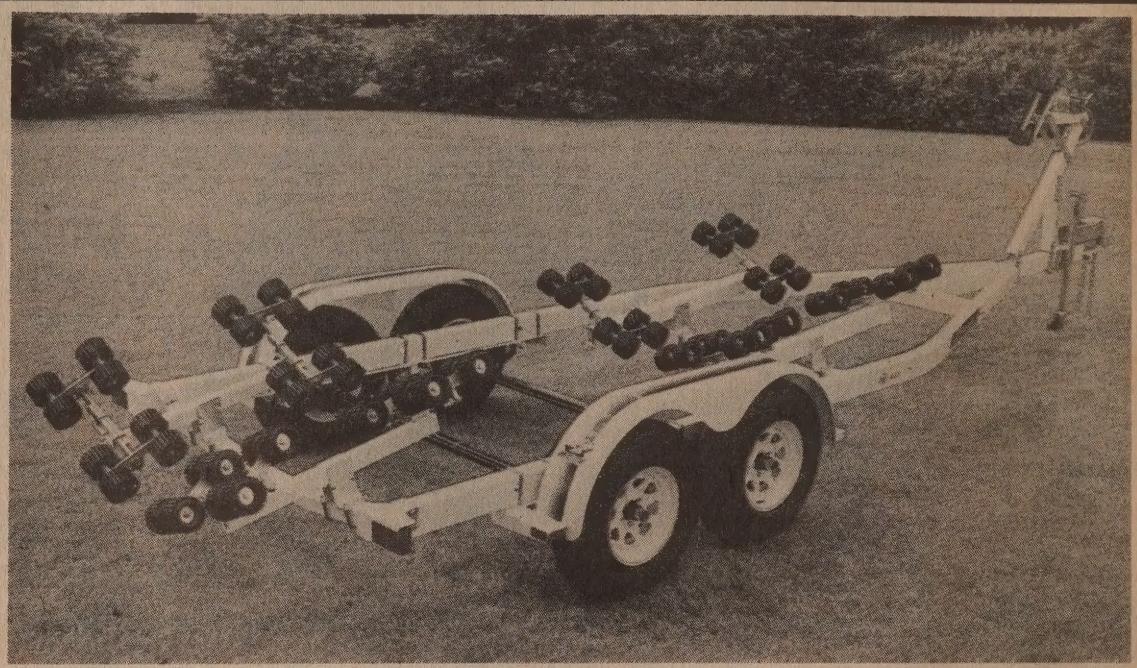

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THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

Volume 23, Number 5 February 4th, 1988

FEATURES:

NYSF: WHAT'S IT ALL ABOUT
By Fred Golofaro 36
1988 OUTBOARD POWER LINEUP
Part Two / By John N. Raguso 38
TRIM UP FOR BETTER PERFORMANCE
By Pete Barrett 42
HOW TO: SALTY POPPING BUGS
By Fred Laager 46
1987 LOOKING BACK: WEST END/NEW YORK BIGHT
Part Two / By Stu Miller 48
BASIC REEL REPAIR: BAITCASTING
Part Two / C. Boyd Pfeiffer 50
THE PILGRIM
By Matt Ahern 54
TRAVEL LOG: BERMUDA
By Al Ristori 56
DO-IT-YOURSELF: BEACH BUGGY COOLER RACK
Part One / By William A. Muller 58
STUCK ON STEELIES
By Ken Freel 60

DEPARTMENTS:

PASS IT ON 8
NEW PRODUCTS 17
BOATS FOR ANGLERS 28
PRODUCT REVIEW 30
THE TACKLE DOCTOR 32
DOCK LINES 34
FISHING REPORTS 64
HIGH TIDE TABLES 76
THE FISHERMAN'S CLASSIFIED 77

ABOUT THE COVER:

Fisherman editor Fred Golofaro displays a check for $500.00 presented to The Fisherman's Send-A-Kid Fishing Program by the New York Sportfishing Federation. Vice-president Jim Selfridge (left) and president Charlie Johnson (right) made the presentation. For a closer look at the Federation and it's activities, see page 36.

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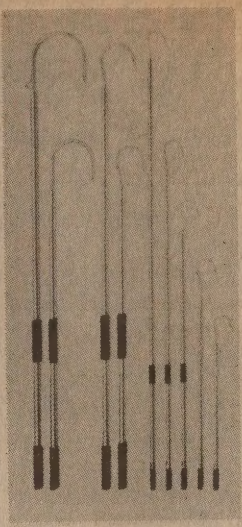

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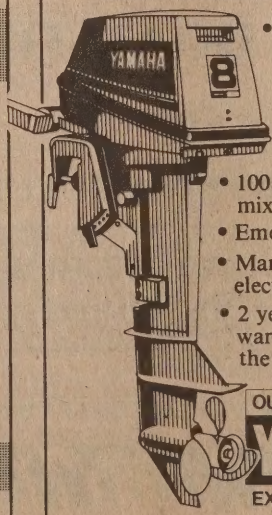

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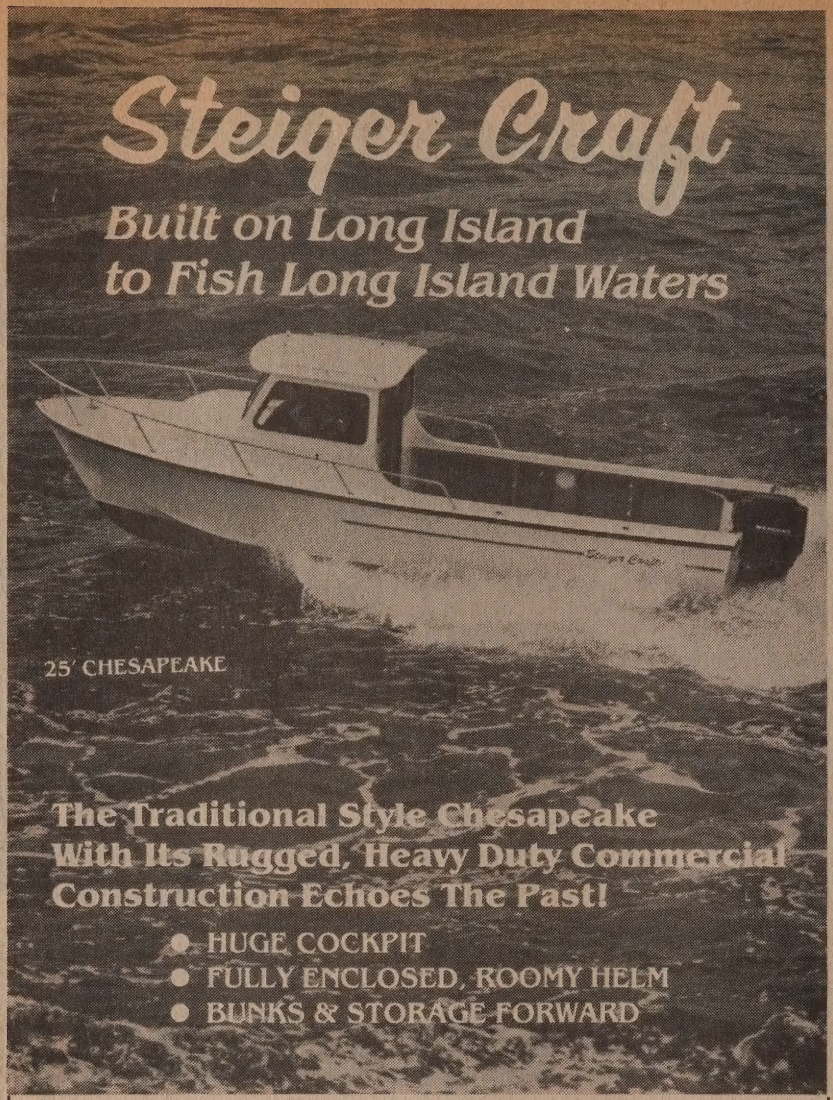
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Pass It On

NEW YORK SPORT FISHING FEDERATION FORUM

Captains Charlie Nappi and Len Belcaro have accepted invitations to speak at the 5th annual New York Sportfishing Forum-Auction to be held at SUNY-Old Westbury, March 6th. The Forum-Auction is sponsored by the New York Sportfishing Federation and Sea Grant.

Captain Nappi, holder of numerous world records for fluke, was a major attraction at last year's Forum. His multi-media workshop on the techniques of bottom fishing was attended by SRO crowds. This year, he will present his program three times on the 6th.

Captain Belcaro, a blue water angler and writer of national repute, is best known for his weekly publication, "The Edge," which tells you where the fish are by locating warm water eddies that break off from the Gulf Stream. Belcaro is also leading the fight against ocean dumping of toxic wastes through his 1000 Fathom Clubs in New Jersey and Long Island. The Edge, in just two years, has become the "Bible" for blue water anglers. Anticipating overflow attendance at his workshop, the Federation announces that he will also repeat his workshop during the day.

At $5, tickets may be purchased by writing to the Federation at Box 240, Oakdale, NY 11769.

The Federation is also conducting a membership drive for both new clubs and supporting individual members. If your club is not on the list of sport fishing clubs to follow, please contact us at the above address or call (516) 589-2328, and we will have a representative contact your club.

If you would like to become a supporting member of the Federation, send $14.95 to the above address with your T-shirt size. You will receive a quality shirt with our logo and a quarterly newsletter which will keep you up to date on the Federation's battle to promote recreational fishing and protect the marine environment.

The Federation clubs are: Moriches Anglers, Nick's Point Tuna Club, North Brookhaven Sportfishermen, Atlantis Anglers, Gateway Striper Club, Brooklyn Yacht Club, Sunrise Fish and Game Assoc., Squaw Island Fishing Club, East Islip Anglers, Manhasset Bay Sportsmen, Moriches Bay Marine Assoc., Outcast Anglers, South Shore Marlin and Tuna Club, Freeport Tuna Club, Huntington Anglers, Oakdale Sportsman's Club, Staten Island Tuna Club, Great South Bay Anglers, Atlantic Beach Rod and Gun, New York Athletic Club, Long Island Beach Buggy Assoc., Hudson Anglers, Tournament Anglers, Sheepshead Bay Tuna Club, Montauk Surfcasters Assoc., East Rockaway Anglers, Tamaqua Fishing Club, Babylon Tuna Club, Merrick Rod and Gun Club, RAMP, Patchogue Fishing Club, Montauk Captains Assoc., UL Fishing Club, Sunrise Anglers, Baldwin Rod and Gun Club, Lady Reelers, Captree Boatman's Assoc., High Hill Striper Club, Fire Island Anglers, South Shore Anglers, Surf Side III Tuna Club, East Bay Anglers, Canyon Anglers, FFF Fishing Club, Great Gun Anglers, Bay Shore Tuna Club, Farragut Striper Club, North Shore Anglers, and Glen Cove Fishing Club.

DODGE'S NATIONAL SPORTSMAN SHOW AT JACOB K. JAVITS CONVENTION CENTER

The largest consumer outdoor sportsman show ever in New York City, Dodge's National Sportsman Show, returns to the Jacob K. Javits Convention Center in Manhattan on February 4th through February 7th. Now in its second year, this acclaimed show featuring hundreds of exhibitors from the worlds of fishing, hunting and other outdoor sports, is expected to again draw over 60,000 visitors. In addition, numerous seminars and demonstrations as well as spectacular events including the Guinness World Record marksmen will perform for the entire family's enjoyment.

With over two million outdoor sports enthusiasts in the tri-state area, representing 10 percent of the nation's avid outdoors sportsmen, Dodge's National Sportsman Show supports the growing interest in rural escapes among Manhattanites. The popularity of outdoor activities in the New York market is clearly demonstrated by the large number who enjoy white water rafting, camping, hunting and fishing.

Dodge's National Sportsman Show will present an extensive array of sports, camping and travel equipment from leading manufacturers and distributors throughout the United States. Experts will conduct seminars on major subjects including gun safety, outdoor cooking and giant tuna fishing. Attendees can also participate in several fun attractions including trout fishing ("keep what you catch"), bow hunters' range (mini-forest with three dimensional animal targets) and a .38 caliber range.

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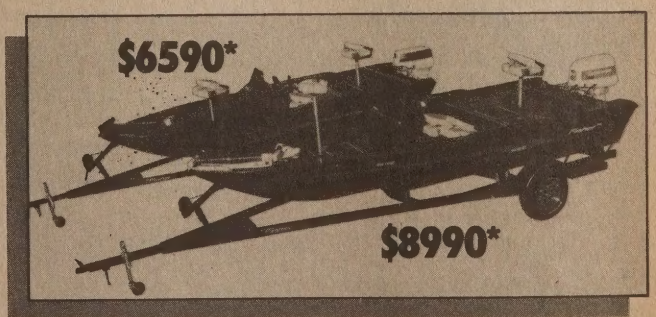

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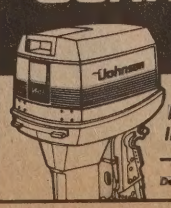

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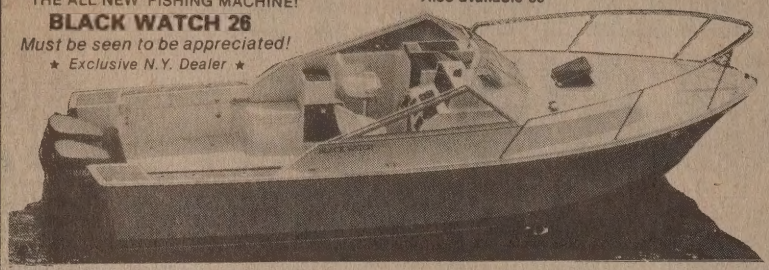

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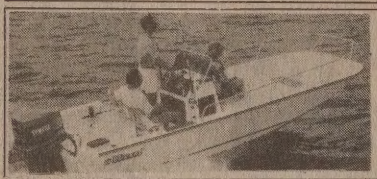

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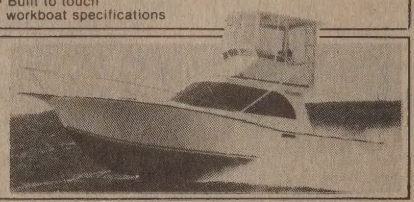

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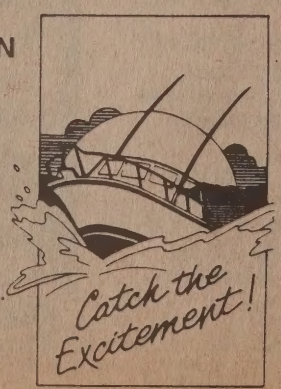
Fish in comfort aboard a 1987 28' twin engine
"Rampage"



talent including Bob and Becky Munden, the Fastest Guns in the World, and the LeCaptain All American Lumberjacks Show as seen on ABC's "Wide World of Sports."

In addition, Dodge's National Sportsman Show will feature an art auction along with the seminars from 3:30 to 5:30 PM on Saturdy and Sunday, February 6th and 7th. The auction will consist of wildlife art, both new and antique prints as well as outdoor memorabilia and collectibles.

Several of the experts participating in Dodge's National Sportsman Show are available for interviews and guest appearances. In addition, sportsmen in the tri-state area are encouraged to listen to WNEW-FM (102.7) for more details on how to win numerous prizes including a 1988 Dodge truck.

Admission is $8 for adults and $5 for children under 12.

SOUTH SHORE POWER SQUADRON COURSES

South Shore Power Squadron is starting its winter courses in Boating Skills to help educate new boaters and refresh the skills of seasoned boaters. There will be a small charge for a manual and navigational tools.

Registration will take place at 8PM at the following locations: East Meadow H.S., Wednesday, February 24th, Bill Cloonan, instructor; Plainview H.S., Monday, February 29th, Ed Owen, instructor; Baldwin H.S., Wednesday, March 2nd, Jack Keitel, instructor; and Freeport H.S., Tuesday, March 2nd, Steve Jones, instructor.

For more information, call (516) 431-6867.

SHINNECOCK REEF EXPANDED

Environmental Conservation Commissioner Thomas C. Jorling announced that recent additions have been made to an artificial reef offshore of Shinnecock Inlet to improve fishing opportunities for New York's marine fishermen.

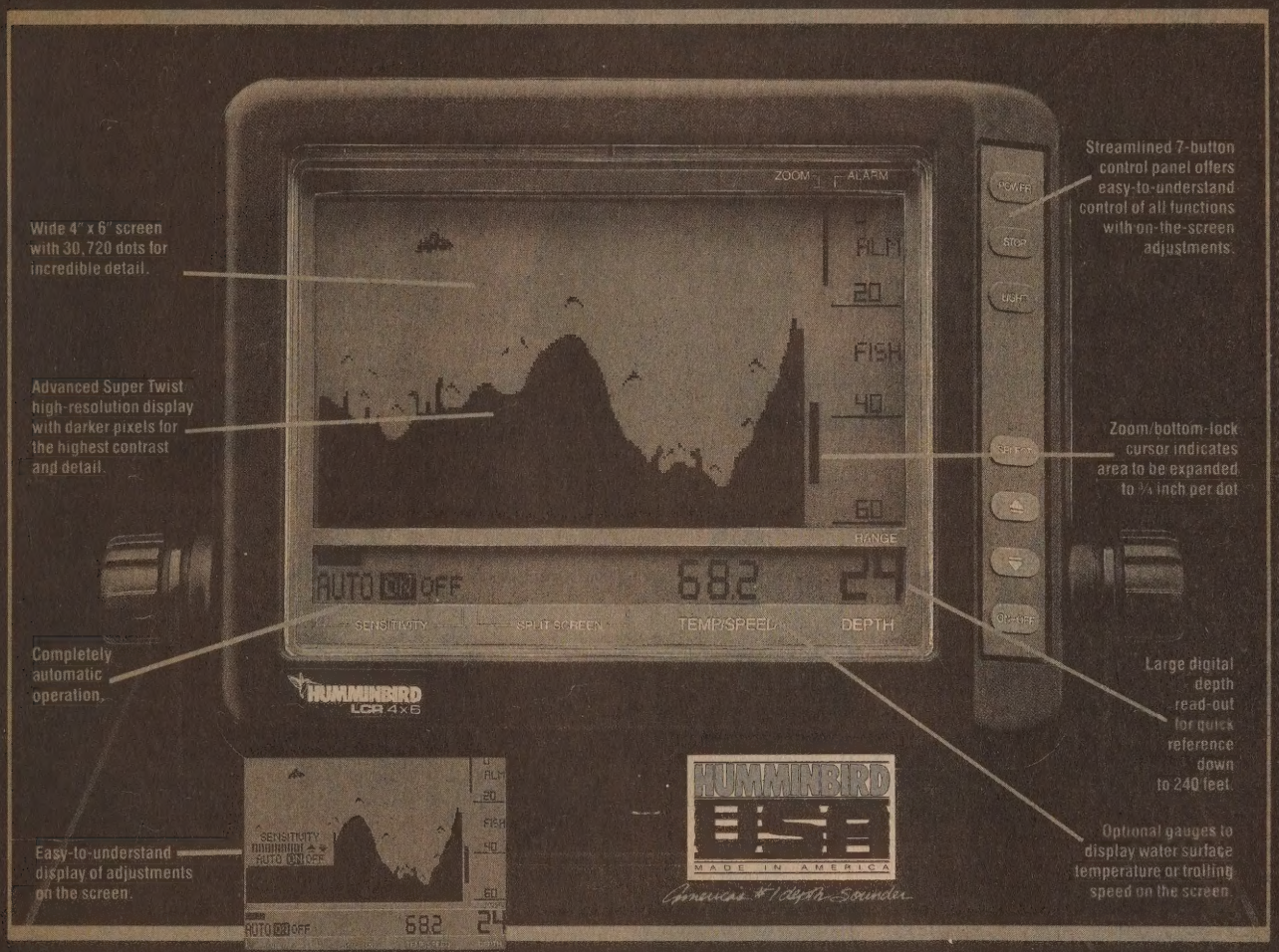
"Three decommissioned vessels, donated by local businessmen, were sunk at this site last week," Jorling said. "Fish tend to congregate around artificial reefs which provide habitat for marine species. The department wishes to extend thanks and appreciation to those individuals and organizations from the public and private sector who made this cooperative effort possible."

This artificial reef site, located approximately 2.7 miles southeast of Shinnecock Inlet, is managed by DEC's Division of Marine Resources.

The vessels were placed at this site to add profile and hard bottom to the existing artificial reef. The vessels were a 73 foot steel hulled tugboat, donated by Jackson's Marina; a 60 foot steel dredge, donated by Rambo Construction Company; and a 46 foot steel hulled cruiser, donated by S&L Irrigation Company.

The addition of reef material was made possible through the cooperative efforts of the U.S. Coast Guard,

THE BIG SCREEN WITH PICTURE-PERFECT DETAIL.



HUMMINBIRD'S NEW LCR 4x6™

It's like no depth sounder you've ever seen. It's practically all screen! Only Humminbird could take display technology to the limit and create the LCR 4x6. It starts with a larger, wider screen, actually offering a 6-inch-wide picture on a depth sounder that's only 8½ inches wide!

The story behind this picture-perfect screen is Humminbird's Advanced Super Twist display technology, which gives the LCR 4x6 the highest contrast on the market today.

But, the innovation doesn't stop there. A new streamlined control panel offers complete command of all features with just seven buttons! Press a single button to select the function you want (sensitivity, zoom, etc.), and then increase or decrease it, with an easy-to-understand display of the adjustments right on the screen. Advanced technology has never been easier to use!

Split Screen zoom and bottom-lock give you a full depth reading on the right, and an expanded view on the left for accuracy to an incredible ¾ inch per dot! Or, compare a previous reading with the current one by using screen memory.

Plus, popular LCR features such as Total Screen Update,® completely waterproof design, separate fish and bottom alarms, a built-in simulator and a lighted screen for night use. And a 240-foot maximum depth adds to the versatility.

If you want to see more detailed information and see it longer, get the big screen with picture-perfect detail — Humminbird's new LCR 4x6.

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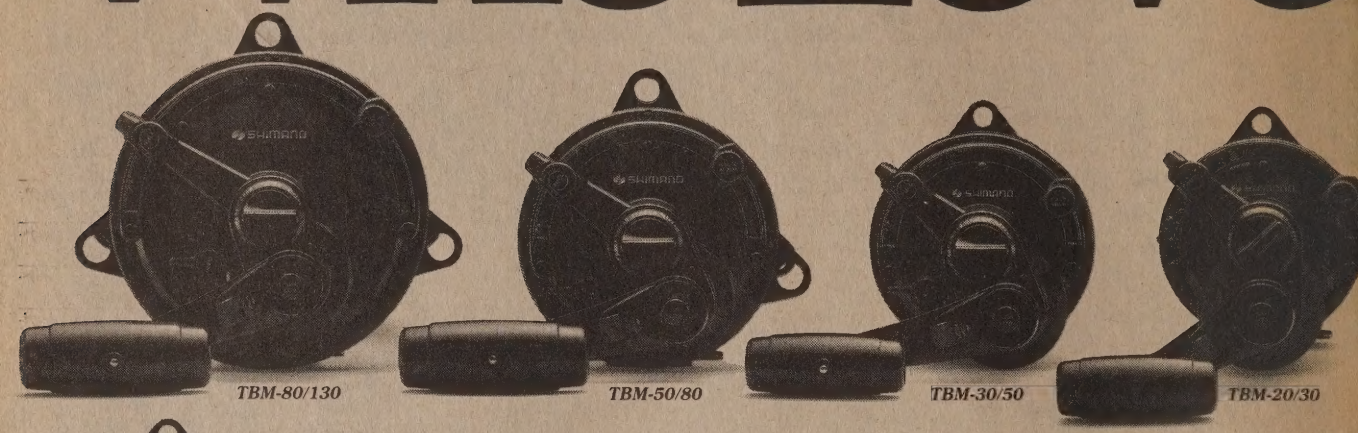
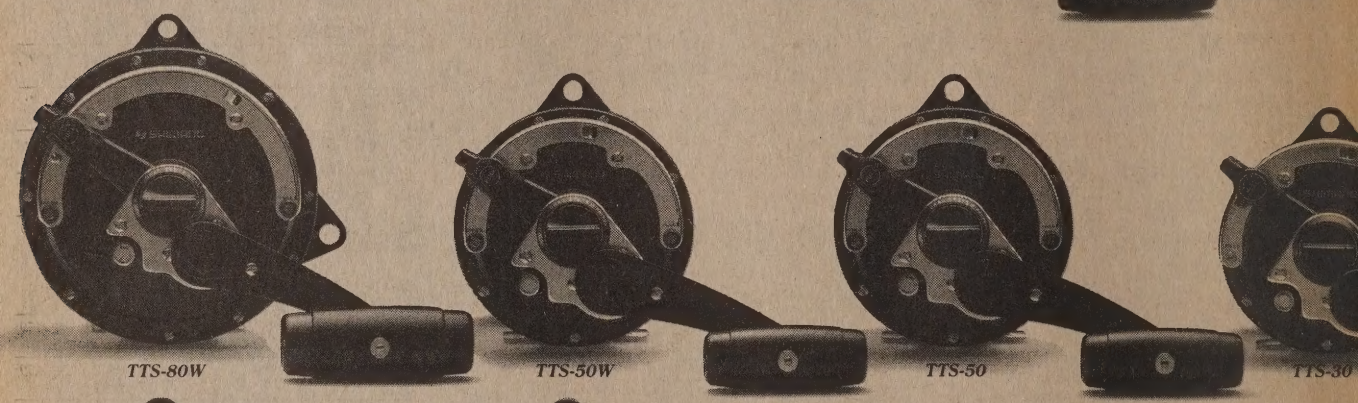
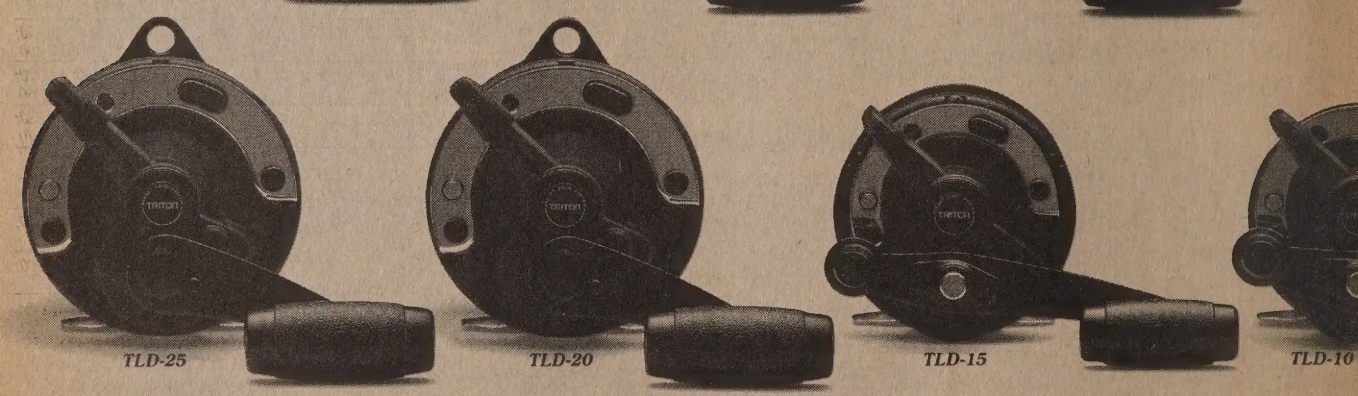
Who Love



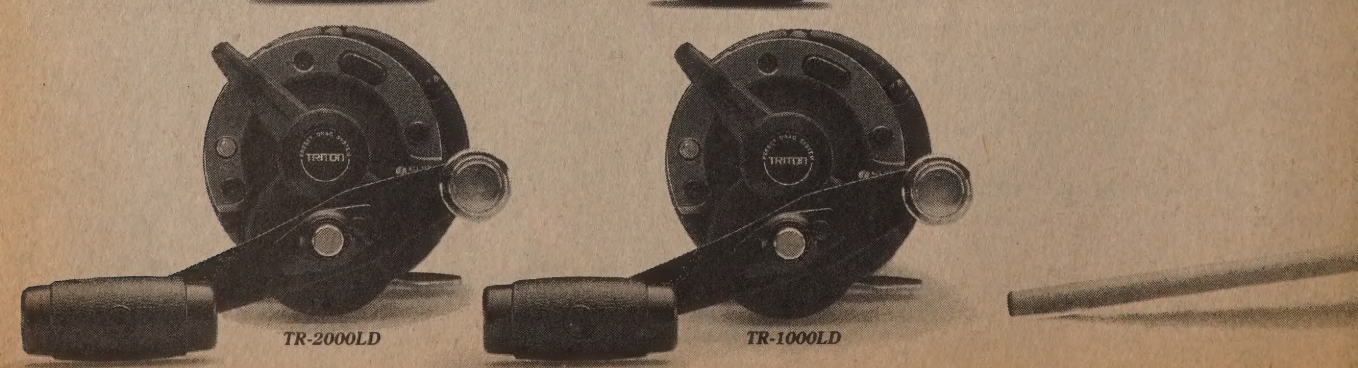
TBM-80/130 TBM-50/80 TBM-30/50 TBM-20/30



TTS-80W TTS-50W TTS-50 TTS-30



TLD-25 TLD-20 TLD-15 TLD-10



TR-2000LD TR-1000LD

s Ya, Baby?

Is any other rod and reel company more committed to you, the big water, lever drag fisherman, than Shimano?

Sure, every big water tackle company wants you to believe they are.

But here's something to think about.

Why didn't *they* spend nearly $1.25 million to develop a reel like Shimano's BeastMaster™? The first and only lever drag reels with the ability to handle two different line tests (without a re-build), with two speeds, two STRIKE positions, an adjustable max, 5 stainless steel ball bearings, and world-record line capacities.

Or if that was too tough, why didn't they come up with the Triton® Trolling Series? The reels that totally revolutionized big game lever drag fishing and, for the last three years, have outfished everything else on the water.

Why didn't they incorporate *their* lever drag technology into smaller lever drags, like our Triton® TLDs,® so you could fish lighter line with lever drag confidence?

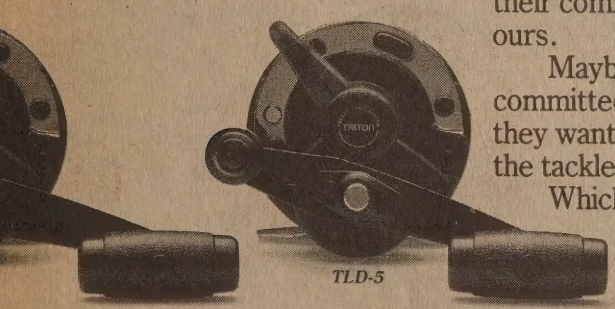
And if they were *truly* as committed as they'd like you to believe, why didn't they realize that fresh and saltwater downrigger fishermen could use a lever drag like our Triton® "Charter Special"™? The world's *only* lever drag reel with a levelwind.

Well, maybe it's because their commitment differs from ours.

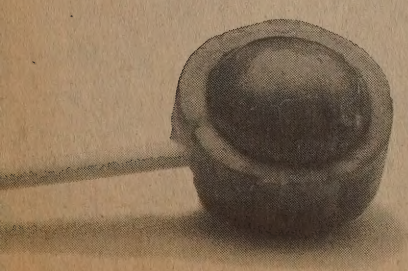
Maybe it's because they're committed to building the tackle they want to sell, rather than the tackle you actually need.

Which brings up something else to think about:

If they're not committed to *you*, should you be committed to *them?*



TLD-5



Triton® Lever Drag Reels

SHIMANO™

TRITON® BEASTMASTER™ 2-SPEED

Model No.	Wt. (oz.)	Gear Ratios	Ball Bearings	Line Capacity Lb. Test/Yds
TBM-80/130	*134.0*	*High-2.4:1; Low-1:1*	*5*	*Mono 80/1200*; 130/500**
TBM-50/80	*97.0*	*High-3:1; Low-1.2:1*	*5*	*Mono 50/1000*; 80/600**
TBM-30/50	*69.5*	*High-4:1; Low-3:1*	*5*	*Mono 30/1100*; 50/600**
TBM-20/30	*56.9*	*High-4.5:1; Low-3.5:1*	*5*	*Mono 20/1200*; 30/800**

**When using Dacron line, capacities will be approximately 10% greater.*

TRITON® TROLLING SERIES

TTS-80W	*106.0*	*2.4:1*	*4*	*Mono 80/1100*; 130/430**
TTS-50W	*67.0*	*3.3:1*	*4*	*Mono 50/900*; 80/550**
TTS-50	*63.5*	*3.3:1*	*4*	*Mono 50/650*; 80/400**
TTS-30	*56.4*	*3.5:1*	*4*	*Mono 30/850*; 50/470**

**When using Dacron line, capacities will be approximately 10% greater.*

TRITON® TLD®

TLD-25	*24.5*	*3.6:1*	*4*	*30/600; 40/450; 50/350*
TLD-20	*23.6*	*3.6:1*	*4*	*20/700; 30/450; 40/330*
TLD-15	*18.6*	*4.2:1*	*4*	*17/560; 20/450; 25/350; 30/300*
TLD-10	*17.0*	*4.2:1*	*4*	*14/450; 17/370; 20/300; 25/250*
TLD-5	*16.3*	*4.2:1*	*4*	*14/350; 17/280; 20/220; 25/170*

TRITON® CHARTER SPECIAL™ LEVER DRAGS

TR-2000LD	*17.1*	*4.2:1*	*3*	*14/480; 17/400; 20/300*
TR-1000LD	*16.4*	*4.2:1*	*3*	*12/390; 14/330; 17/250*

For a copy of the Triton Lever Drag Owner's Manuals, send $1.00 to the address below and add, "ATTN: Triton Lever Drag Reels Owner's Manuals."

For a copy of our Shimano catalog and a Team Shimano patch, please send $2.00 to: Shimano American Corp., One Shimano Drive, Irvine, CA 92718.

Group Shinnecock; the Shinnecock Marlin and Tuna Club; Suffolk County; Long Island University, Southampton Campus; Rambo Construction Company and the Department of Environmental Conservation. Disposal of the reef material was coordinated and directed by Tom Johnson and Shaler Carrington of the Shinnecock Marlin and Tuna Club.

The DEC manages other artificial reefs off Atlantic Beach, Fire Island Inlet and at Great South Bay on the south shore and at Smithtown Bay on the north shore.

ATLANTIS ANGLERS JOINS WITH BOAT/U.S. FEBRUARY AND MARCH MEETINGS OPEN TO ALL

During the months of February and March the Atlantic Anglers opens it general membership meetings to the public. Our guest speaker at the February 23rd meeting will be Lou Rosado. He will discuss his fishing techniques for blackfish and stripers. We hold our meetings at the Baldwin Park community room, located at the south end of Grand Avenue, in Baldwin. Our meetings begin promptly at 8:15PM.

Our club signed a "Co-Op Group Accord" with Boat/U.S. which took effect the latter part of last year. This enables the club's boating-fishing persons to enjoy Boat/U.S. benefits at $8.50, instead of the regular membership rate of $17.

Information about membership can be obtained from Allan Zaretsky. Call Allan between the hours of 7PM and 9:30PM at (516) 796-3668. Our present membership roster consists of men and women residing in Brooklyn, Queens, Nassau and Suffolk counties.

HELEN SHAW'S "FLY TYING"

No book has taught—or retaught—more serious fly tyers the basic skills of fly tying than Helen Shaw's. Her book and her flies have been recognized as extraordinary works in the field.

Red Smith, the legendary sportswriter, wrote that "trout smack their gills and forget their table manners" at the sight of a Helen Shaw fly. And notable fly tyers such as Eric Leiser claim to have learned their craft from this book.

The reason *Fly Tying* has received such very high praise is simple. Using 250 life-size photographs and lucid prose, it gives readers a clear view at how they should be working and the way their flies should look as they progress. Shaw makes the various tying processes absolutely clear.

There are chapters on Tools, Thread, Floss, Wool, Dubbing, Hairs, Quill and Feathers and the closing chapter on The Finished Fly is especially helpful.

A whole new generation of tyers will benefit from the re-publication of this masterful book and from the insight of a tying master.

Helen Shaw is one of the world's great fly tyers. She is a member of the Fishing Hall of Fame and has been honored for excellence in fly tying by the Sportsmen's Club of America.

Hermann Kessler, Helen's husband, was for thirty years Art Director of "Field and Stream" magazine. He took all the photographs in this book.

In hardcover, $16.95. Contact Nick Lyons Books, 31 West 21st Street, New York, NY 10010; (212) 620-9580.

CAPTAIN ZAC GROSSMAN TO CO-CAPTAIN ORION

Captain Zac Grossman of Montauk's Mako Express wishes to announce that he has put the boat up for sale and has signed on as co-captain of the charterboat Orion, sailing out of West Lake Fishing Lodge, Montauk. For Zac's followers this is good news because he can now take them further when necessary, in more comfort and much faster on this swift, 38 foot, sport fishing yacht; and that means more fishing time, too!

Both Captains Zac Grossman and Hal Weisman expect this to be a banner year, but they want to point out to both of their followings that this collaboration will cause available dates to disappear faster than ever before and they strongly recommend early bookings to avoid disappointment.

You can speak to Zac at his booth at the Javits Center Sportsman's Show where he will be showing videos of the action you can expect, or check out his ad in this magazine.

BASS WARS: A STORY OF FISHING, FAME AND FORTUNE

Since 1967, when the first contest was held on Beaver Lake, Arkansas, bass fishing tournaments have become an American phenomenon. Incredibly popular, the tournaments draw thousands of spectators, millions of television viewers and grant a yearly total prize money upwards of one million dollars. Like any other spectator sport, bass fishing has its share of superstars and legends, upstarts and rookies.

Bass Wars, by Nick Taylor, features a fascinating behind-the-scenes look at two competitors—the legendary Rick Clunn, one of the sport's top money winners, and rookie Randy Moseley, a new breed of fisherman, educated and a self-promoter—as they travel the big five tourneys: MegaBucks, Truman Lake, The Super-Invitational, the U.S. Open, and the world series of fishing: The Classic. The rules of these contests are simple: a time limit, two men to a boat (to eliminate cheating) and the one with the weightiest load of fish, wins.

In Clunn, Taylor has found a skilled professional who seems "at one with the earth and air and water." Competitive and introspective, with an intense concentration, Clunn is an artist with a rod, sometimes making as many as 4500 casts in a nine-hour day. Compare that amazing feat to a baseball pitcher who usually weakens after 100 hurls. In Moseley, a young man emerges full of frustrations and

Mako Boats Are Available At These Fine Dealers -On- Long Island!

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White Water Marine
5600 Sunrise Highway
Sayville, N.Y.
516-589-2502

Penny Bridge Marine
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Stony Point, N.Y. 10980
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MAKO MARINE
4355 N.W. 128th Street
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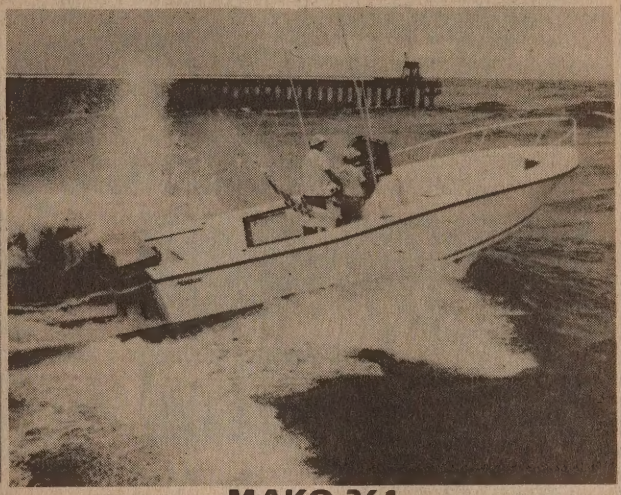
306-685-6591

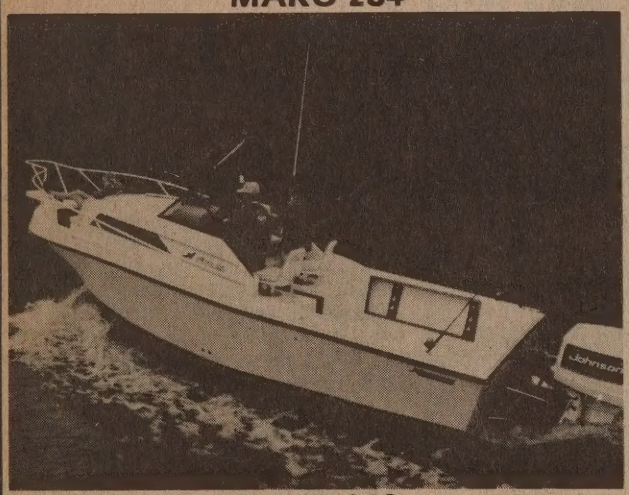
MAKO...

YOU'LL FIND THEM WHERE THE FISH ARE!

MAKO 284



MAKO 261



MAKO 248

MAKO 231

From the 17's to the awesome 28's, Mako covers the fishing grounds from the back bays to the offshore canyons. Whether your quarry is bluefish or billfish, tautog or tuna, there's a Mako that meets your fishing needs.

Cuddy Cabin or Center Console, all are built Mako smart and Mako tough with all the features you'd expect from the industry leader! See them at your local Mako dealer...or where the fish are!

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Quality Aluminum Boats From 10'-22'

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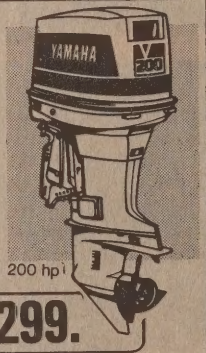
- ☐ Tournament Bonus Program Win $1000.!



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hardships trying to make his livelihood by fishing, dealing with the stress and strains that life on the circuit puts on his marriage, and never knowing where the money for his next entry fee will come from. The rest of the characters are as colorful: the flamboyant promoters, the egotistical television fishermen, the envied top money winners.

According to the Bass Anglers Sportsman Society, last year 65 million Americans put a line in the water, devoted a total of 710.6 million days of fishing and spent a total of $7.8 billion. *Bass Wars* illuminates the lure of this appealing sport and brings the reader into the exciting, competitive and slightly off-the-wall world of bass fishing.

MAGNUM BASSMASTERS

Magnum Bassmasters of Long Island, a freshwater bass club based in mid-Nassau is accepting applications for membership. Please call after 5PM and ask for Bob, (516) 546-7834.

BOATING CLASS OFFERED IN QUEENS

Flotilla 12-2 of the U.S. Coast Guard Auxiliary will offer a course in basic boating and seamanship at Public School I.S. 74 at 210th Street and L.I.E., Bayside, Queens, New York. Registration and first class will be held on Tuesday night, February 9th at 7:30PM.

The 11-week course meeting on Tuesday night from 7:30PM to 9:30PM will cover such subjects as boat safety, boat handling, legal requirements, rules of navigation, sailing, weather, marine engines, marine telephone, locks and dams, piloting, compass and marlinspike seamanship.

A review and examination will be given at the completion of the course and all students passing will receive a U.S. Coast Guard Auxiliary Certificate of completion.

For further information, please call Flotilla Public Educational Officer, Jack Rosenzveig, (718) 762-7305.

FISHING VIDEO FOR KIDS!

Finally, there is an instructional video, called *Look Mom, I'm Fishing*, available for kids who want to learn how to fish. It is a step by step guide to help teach kids the basics of fishing. At the same time, both the teaching and learning process is simplified for adults who don't fish.

Tim Manion, personable TV host, national fishing champion, and host of the video, demonstrates how to use basic equipment and offers tips on: selecting bait, where to fish, safety, sportsmanship, how to clean and cook fish and much more, all in a way that makes it easy for kids to understand.

Kids and parents will enjoy watching this entertaining video together.

Produced by Creative Programming Inc., New York, NY 10022. Available VHS and Beta; 40 mins.

New Products

PURSUIT 2350 CUDDY CABIN

The Pursuit 2350 Cuddy Cabin is now available in three power configurations: Sterndrive, Outboard and OMC Sea Drive. The all new walkaround cuddy was first offered in the Sterndrive version last February. The Outboard version was just recently introduced.

A full 360 degree fishing radius paired with cuddy cabin comforts. Walkaround cabin design with wide, overboard draining non-skid walkways maximizes pure, uncluttered fishing space and access to self-draining anchor locker. Dry, non-skid cockpit offers rod holders, rod storage under gunnels, and deep insulated fish boxes. Pedestal chairs and Plexiglas-sealed aircraft-styled instrumentation at the helm. Full 8' 6" beam and S2 Yachts hull dynamics provide superb running condition, seaworthiness, fuel efficiency, and renowned comfortable ride. Long-range fuel capacity on both sterndrive or outboard models.

Behind a slide-away tinted acrylic door is a V-berth for two, concealed marine head, Formica cabinetry and storage for fishing and personal gear.

For additional information, please contact: Jim Prasch, Pursuit Product Manager, Ft. Pierce, FL; (3]5) 465-6006; Jack Swan, Vice President, Sales, Holland, MI; (616) 392-7163; Wyane Dennis, Director, Marketing, Holland, MI; (616) 392-7163.

MAGNUM TRAILER FOR LARGE BOATS

A triple-axle trailer, designed as a "total towing system" by the manufacturer, provides optimum boat support and launch ease for large boats. It accommodates craft from 31 to 33 feet weighing up to 13,200 pounds. Width inside the fenders is 72 inches.

Called the Magnum DTR 3133/13200, it is part of the Magnum series from Calkins. This top-of-the-line model combines an all steel chassis with time tested components and superior hardware.

The patented, self-adjusting load distribution system assures proper support for the bigger boat. It has an unrivaled keel/chine support system with carpeted adjustable cradles and cross members as well as dual chine rollers.

The large capture area and quick bow alignment design contribute to simple, straight-on loading. The heavy duty winch, cable and hook also speed the loading process.

Components include submersible light system, tongue jack, enclosed wiring and car-end pigtail, transom tie-down brackets, dual safety chains and a bow stop safety chain. The trailer is available with rust-resistant galvanizing or electrostatically applied paint. The heavy duty axles are galvanized for ling life.

The standard Sure-lube hub system protects bearings from corrosion, wear and water entry. A two year limited warranty is offered on the entire Magnum series.

Optional equipment includes walk

Everything you need in a radar. At an incredible price! Now just **$699**

Add $10 for shipping and handling

Small boat? Tiny budget? You can still own a radar! Our special sale makes Apelco's LDR 9900 the lowest priced radar ever! (Thousands have been sold for over $1,000!)

Fits any boat. The LDR 9900 display unit is only 9" high, 7" wide and a tiny 3¾" deep, with mounting bracket. Easy to mount anywhere! And unique 18", 12.1-lb radome antenna fits any boat.

Costs little, offers a lot. Unique 4-inch LCD screen for clear 360° picture day or night; electronic range rings; heading marker; rain and sea clutter controls; interference rejection, target expansion, 6 ranges from ¼ to 8 miles, "freeze" for a longer look. Great radar for a small boat, or as a second radar for a big one. At $699, you should order right away, while our supply lasts!

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MODEL LDR 9900

TG1300
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TG1300

AIN'T NO RIVER WIDE ENOUGH.

When it comes to casting power, Daiwa® flat outdistances the competition by a long shot.

Fact is, Daiwa's Long Cast™ spinning reels can fire even the lightest of lures farther than ordinary spinning reels.

So whether you're on a riverbank or a windswept lake, you can cover those spots that used to be out of range.

Spots other fishermen can't reach.

The long and short of it.

Ordinary spools are short and deep. Which means your line has to fight its way over the spool lip on casts, a big hangup that cuts down on your distance.

Daiwa's Long Cast spool is longer and shallower.

There's less line friction. So you get longer casts and smoother, faster retrieves.

Cover more water, even faster.

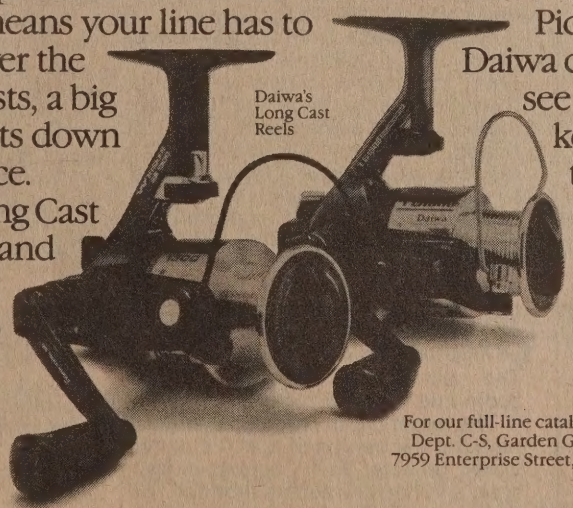
Daiwa's new TG1300H gives you a blinding fast 6.2 to 1 retrieve, one of the quickest in the business.

That's the kind of speed that can get you to more productive water in a hurry. Or pick up slack in a flash for slamming hooksets.

The power is in your hands.

A larger spool core makes room for oversized drag washers. And that means the smoothest, most consistent drag you've ever felt on a spinning reel. Now you, and you alone, can control the action from hookset to landing net.

Pick up a Long Cast reel at a Daiwa dealer near you. And you'll see there ain't nothing gonna keep you from getting to those fish that used to be just out of your reach.



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CAPE DORY 28' FlyBridge

Ideal for cruising or fishing • Gas or Diesel • Speeds to 20 knots.

Stable semi-displacement hull plus a rich yachty interior give you a hand-crafted boat of exceptional seaworthiness that will retain its value for years. Now on display — The 28' "Open Fisherman!" See and try these quality boats at the only CAPE DORY dealer in Suffolk County.

PORT OF EGYPT

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A Totally NEW Fishing Experience!

SIDE SADDLE GUNNEL

FIGHTING CHAIR

• 360° rotational gimbal*
• Rated for up to 80 lb. gear
• Easily installed
• Port & starboard models
• Snap-down vinyl seat cushion
• Helmsman's seat available

*GIMBAL PATENT #4,682,483

BUCKET HARNESS

• Comfortable, cushioned vinyl
• Won't ride up
• Adjustable nylon straps with 1500 lb. breaking strength
• 2 sizes avail.

Sanity® MARINE PRODUCTS INC.

41 ROMANA DR.
HAMPTON BAYS
NEW YORK 11946
516-728-6869
Dealer Inquiries Invited

board kit, carpeted side guides and a spare tire carrier.

From Calkins Mnaufacturing Co., P.O. Box 14527. Spokane, WA 99214.

NEW TRANSPORT COVERS FROM CPC

Canvas Products Company (CPC) has announced the availability of a new transport cover package for boats 12 to 24 feet in length.

Called "Over-The-Road" transport covers, they're designed to complement CPC's complete line of universal and custom boat covers. Available in both Sandpiper and Greystone custom marine fabric, they come equipped with wide reinforcement at both the windshield and strategic wear points. Nylon web tie-down straps with non-corroding nylon buckles provide a snug, secure fit. A special reinforcement kit is included with each cover which allows the owner to further customize the cover to his liking.

For more information regarding CPC's new line of transport covers, contact: Canvas Products Company, 10411 Capital, Oak Park, MI 48237; (313) 398-3500.

THE BOTTOM LINE TBL 210 FISH FINDER

The TBL 210 from Bottom Line was created for the fisherman with a limited budget, yet who still needs state-of-the-art performance from his marine electronics. With features like an advanced fish identification system, split-screen zoom, an exclusive target depth cursor plus super simple softkey operation, the TBL 210 outperforms all other liquid crystal display fish finders in its price class.

Plus, for seasons to come, Bottom Line will update the computer program in your 210 for just a nominal charge. So this state-of-the-art fish finder will remain state-of-the-art.

Bottom Line's unique superheterodyne filter is built into the TBL 210. This innovative piece of sonar technology automatically screens out motor "noise," signals from other fish finders and other interference. The result is a 6,400 pixel LCD sonar picture of extraordinary clarity.

With just the push of a button, the Fish D'Tect fish identification system identifies all fish with a special fish symbol, separating bait from game fish with three different relative sizes of symbols. The adjustable zoom covers the fish finder's entire range. The split screen displays both the zoom and full-view picture.

The target depth cursor lets anglers pinpoint the depths of specific underwater objects. Fully adjustble fish, zone and harzard alarms monitor TBL 210 readouts. For the ultimate convenience of hands-free fishing, the TBl 210 can be set for full automatic operation.

With its sleek styling and trim 7" by 7-5/8" by 1" profile, the TBL 210 is as handsome as it is easy to operate. And while the TBL 210's performance and appearance make it at home on the most expensive sportfisher, the TBL 210's reasonable price makes it a practical fish finding tool for the most rugged bass boat.

For more information on the TBL 210 and the other American-made fish finders/depth sounders from Bottom Line, write: Bottom Line/Computrol, Inc., Electronics Division, Dept. P, 5381 Kendall St., Boise, Idaho 83706; (208) 376-0500.

CRC CHEMICALS 6-66 PROTECTS ALL YOUR FISHING GEAR

CRC Chemicals Marine Formula 6-66, a multi-purpose lubricant, penetrant and rust preventative is truly a fisherman's best friend. Use it to lubricate and protect fishing rods, ferrules and guides, reels, knives, rod holders, electronic equipment and much more, from the corrosive effects of moisture and salt spray.

CRC 6-66 penetrates deep to drive out moisture from hard to reach areas, loosen corroded parts and help prevent rust and corrosion.

Slip a handy 6 ounce aerosol can of CRC 6-66 (Part N. 06005) in your tackle box. CRC 6-66 is also available in 12 ounce aerosol cans (N. 06006) 16 ounce Economy size aerosol cans (06007); 1 gallon (06008), 5 gallon (06010) and 55 gallon (06012) containers.

For more information, contact CRC Chemicals, 885 Louis Drive, Warminster, PA 18974.

SUZUKI BRINGS OIL INJECTION TECHNOLOGY TO ITS NEW 8 AND 9.9 HP MODELS

Oil injection leads the way for Suzuki's all new 8 and 9.9 hp models in 1988. Finally, boaters needing reliable small horsepower will have the convenience of a totally self- contained oil injection system.

Unlike other outboard brands which require remote oil tanks and long connector hoses, both the Suzuki 8 and 9.9 feature integral oil reservoirs inside the engine cowling. This eliminates wasted interior space and makes portability a snap.

The heart of Suzuki's 8 and 9.9 hp oil injection system is a mechanical Mikuni oil pump which is driven directly off the crankshaft of the engine to ensure that the correct amount of oil is being delivered to the engine at all times. Beneath the motor cover is a built-in .7 liter oil tank which feeds the sytem. In the event that the amount of oil in the tank falls below the minimum level, there's a low oil level caution light to remind you when it's time to refill.

Both the 8 and 9.9 hp have a newly designed two cylinder loop-charged 12.8 cubic inch engine block. They also share such features as: thru-the-prop exhaust, pointless electronic ignition, a thermostatically controlled engine cooling system, a hefty dual output alternator, a 180 degree pivot tiller handle, a five position shallow water drive system and both manual

The best time to catch a Grady-White is early in the season.

Every day you wait to buy a Grady-White is a day you could have been fishing it.

So, the best time to see your Grady-White dealer is today. He has a full line of hand-laid, foam-filled, limited production Grady-Whites that can be ready for that first spring day when the fishing won't wait.

Catch the Grady-White you've always wanted early this season. Because once the fish start moving in, the Grady-Whites start moving fast.

Limited production. State-of-the-art.

GRADY-WHITE BOATS

P.O. BOX 1527, GREENVILLE, NC 27835

31st Annual
Long Island
BOAT
SHOW
February 13-21, 1988
Nassau
Veteran's Memorial
Coliseum
WEEKDAYS ... 6P.M. - 10:30P.M.
SATURDAYS 1PM - 10:30PM
SUNDAYS 1 P.M. - 9 P.M.
(First Sunday Open Until 8 P.M.)
BVNA
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(516) 249 5555

ALURA 27
The 27 is the newest boat in the growing Alura fleet by Luhrs. Once again, Alura has designed a low-maintenance cruising & fishing boat with economical inboard power to get you there and back in safety and comfort.
- Single Chrysler 240 HP
- Built-in fishwells
- Cabin sleeps 4
- Head & shower compartment
- 24 knot cruise, 30 MPH top speed

You can't buy more boat for the money!
Luhrs
Alura 30 and 35 also on display.
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DEMO RIDES AVAILABLE
SOUTH SHORE BOATS
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102 Woodcleft Avenue
(516) 378-3200
Westhampton Beach
Library Avenue
(516) 288-2400
Prices subject to change without notice

and electric start versions with optional remote controls. Both engines are also available in two different color schemes for the first time, either silver with black and gold trim or white with burgundy and gold accents.

For more information, contact: Suzuki America Corporation, 3251 E. Imperial Highway, Brea, CA 92621; (714) 996-7040.

RAMPAGE 40' CONVERTIBLE

Rampage Yachts is known for building serious fishing machines. In its short four-year history, its 31, 28 and 24 foot cuddy and center console models are beginning to show up at tournaments throughout the East Coast and lakes region.

The new 40 foot sportfishing convertible, designed and built by parent company Tillotson-Pearson, is Rampage's largest boat to date, and according to company officials "gives a whole new meaning to the phrase 'sport convertible'."

The 102 square foot self-bailing cockpit offers 28" gunwale height. The one piece 36" transom door swings seaward and is directly opposite the fly bridge ladder for quick access. Salt and fresh water washdown systems, bait well with reversing pump, tackle center, pressure sink, molded boarding steps and two large in-deck, insulated fish boxes are all standard.

The fly bridge is a major feature of the Rampage 40. The wraparound, ergonomically designed console offers optimum visibility both fore and aft to the cockpit. Instruments, angled toward the helmsman, are mounted on either side of the wheel and protected by a lockable, plexiglas cover. Hydraulic controls are standard. A spacious forward bench seat faces aft, and a lockable storage compartment is found under the chart table. Tower legs and bracing are confined to the bridge, reducing windage and weight. The tower ladder is internal, reducing the normally perilous climb to the platform.

Her interior takes advantage of the 15 foot beam, offering accommodations found in larger boats. The deep pile carpeting, microblinds, and hand-rubbed cherry joinery provide plush comfort for extended cruising and dockside parties. The cabin features tinted glass, 12 volt/110 volt indirect lighting, two-zone air conditioning and reverse-cycle heat and an entertainment console with color television and AM/FM stereo throughout.

The main salon includes an L-shaped sleep sofa, wet bar with ice-maker and upholstered bar stools and overhead rod storage box. The galley, within easy reach of the cockpit, is equipped with Jenn Air Range/Grill, convection/microwave oven, 14 cubic foot refrigerator/freezer, large stainless sink, and custom cabinetry.

Forward, the master stateroom features a double bed and vanity. The guest stateroom to port is fitted with upper and lower upholstered berths.

STAYING POWER.

STOWAWAY,® ACTION PACK™ and SUPER CRANK® batteries are engineered to deliver long lasting power in both marine/RV deep cycle applications and marine starting applications.

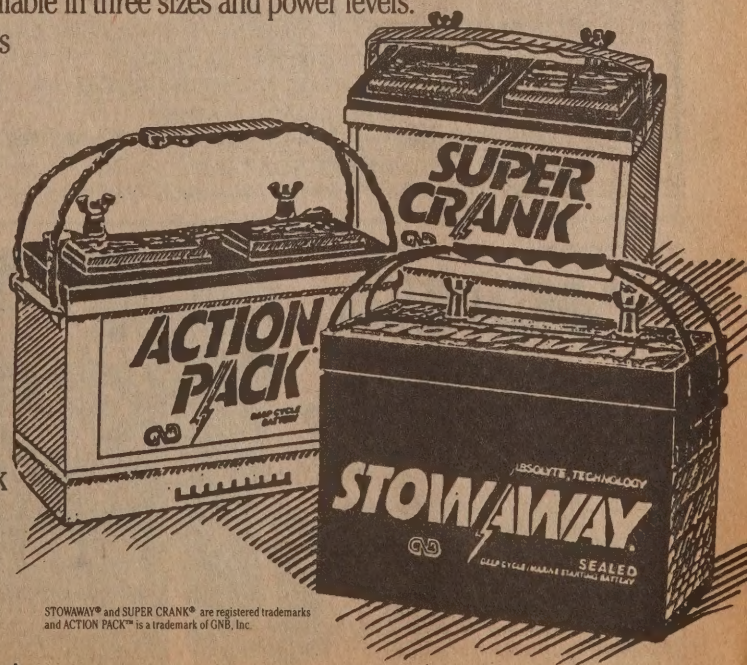
STOWAWAY is completely sealed and maintenance-free. With up to 600 Cold Cranking Amps and a reserve capacity up to 160 minutes, STOWAWAY is the most powerful combination of deep cycle and starting power available. STOWAWAY is available in three sizes and power levels.

ACTION PACK has been the deep cycle sales leader since 1977. No other battery has powered as many deep cycle applications as ACTION PACK. ACTION PACK is available in three sizes and power levels.

SUPER CRANK is built extra tough to defy wave pounding and engine vibration. For years, SUPER CRANK marine starting batteries have delivered reliable cranking power for inboard and outboard engines. SUPER CRANK is available in two power levels.

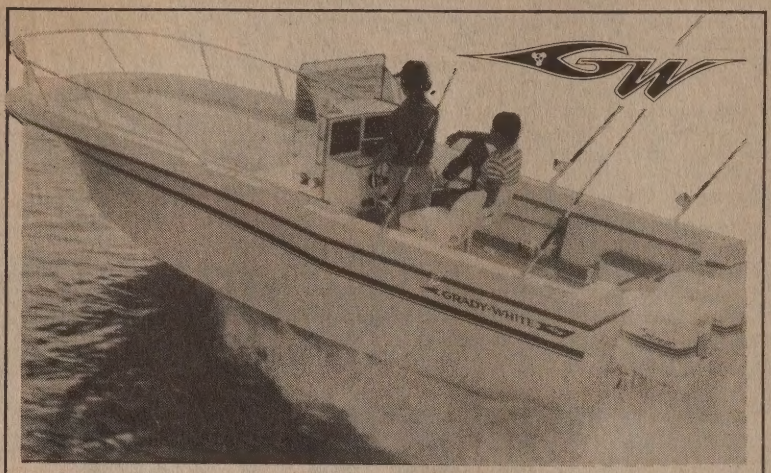
When you're looking for staying power, look for STOWAWAY, ACTION PACK and SUPER CRANK batteries from GNB. For more information on where you can buy GNB marine batteries, call 1-800-447-4700, ext. 54.

GNB Incorporated



STOWAWAY® and SUPER CRANK® are registered trademarks and ACTION PACK™ is a trademark of GNB, Inc.

1988 GRADY-WHITE 249 FISHERMAN



- The next generation in open, offshore design.
- Rugged, dry, bluewater hull, with tons of dry storage & fish boxes, sink, wash down, recirculating live well & other features galore.
- 100% hand laid-up hull and deck
- Completely self-bailing.

GRADY-WHITE BOATS

See the Grady-White line at the following dealers below:

EDDIE'S MARINE
210 Beach 2nd Street, Lawrence, N.Y. • (718) FA7-3168

SHELTER COVE MARINE
610 Clarance Avenue, Bronx, N.Y. • (212) 822-3054

JERICHO BOATS
269 E. Montauk Hwy., Lindenhurst, N.Y. • (516) 957-6414

PORT OF EGYPT MARINE
Route 25, Southold, N.Y. • (516) 765-2445

SPELLMAN'S MARINE
1708 North Highway, Southampton, N.Y. • (516) 283-7907

SPORT BOATS' INC.
133 New York Ave., (Rt. 110) Huntington, N.Y. • (516) 421-3717

NOKIA
of Finland

THE ULTIMATE IN COMFORT & DURABILITY

- Island series No. 3250 or No. 3250 FL (Felt Liner)
- Sizes 8-14
- **TOUGH** snag resistant rubber top
- self supporting top offers total freedom and comfort
- easy to fold down and very flexible
- excellent arch support
- ideal for hunting, trapping, commercial and sport fishing
- **FELT LINER** may be added for extra warmth

Island Fish Net
& SUPPLY CO., INC.

142 Railroad Ave.,
Sayville, N.Y. 11782
(516) 589-0749

The private head is equipped with a molded shower/tub, custom countertop with china bowl, and ample storage.

The Rampage 40 offers more power than others in her class. Diesel options range from twin 375 hp to 550 hp GV-92TIB's. The engine room has 45" headroom and an 8KW generator for AC power at sea.

The fine deep V entry forward tapers to a series of longitudinal steps designed to shed water away from the balsa-cored hull. With a 15 degree deadrise outboard, the center step flattens to produce an efficient planing platform. The underwater exhaust channeled through the step system reduces wetted surface area and provides extra list.

For more information contact Rampage Yachts, a division of Tillotson-Pearson, Inc., P.O. Box 328, Market Street, Warren, RI 02885.

BUILT TO BE ABUSED: SHAKESPEARE'S NEW POWEROD

Don't let the good looks of Shakespeare's new Powerod fool you. It was actually designed to withstand all of the abuse the serious fisherman can dish out under any fishing condition. Shakespeare combined the toughness of literally millions of E-glass fibers with the strength characteristics of graphite to produce the guaranteed unbreakable graphite composite blank that goes into each and every Powerod.

The unique design of these rods doesn't stop with the blank: Shakespeare built in such things as graphite reel seats, fighting butts and a bright fluorescent tip to ensure detection of the slightest strike. Aluminum oxide guide inserts provide line protection and the double-coated wraps ensure lasting durability.

Available in 6' spinning and 5' 6" casting models. Shakespeare's Powerod is by far the strongest, toughest rod ever made in the U.S.A.

QUICKSTAND TRAILER TONGUE STAND

The Quickstand is an innovative, kick-stand type, lockable tongue stand that has proven to be popular with owners of small boat trailers.

As an alternative to more expensive screw jacks, the Quickstand offers the option of a lockable spare tire carrier, as well as the convenience of just "kicking" the spring loaded stand into place rather than wasting your time winding a screw jack all the way from the top to the bottom.

For the trailer owner who has previously used concrete blocks or old buckets for a tongue stand, the Quickstand offers safety, stability and convenience; the Quickstand will always be where you need it, attached to the tongue and safely securing both the spare tire and the trailer.

One lock secures both the spare tire and the stand in either the parked, or towing position. The Quickstand is hot-dip galvanized to guarantee long service. It is designed for trailer

frames up to 3" x 4", and is recommended for tongue weights up to 400 pounds.

The Quickstand has a suggested retail price of $39.95.

For more information: Quickstand/ Maco Mule, 1505 Capital Circle, N.W., PO Box 2282, Tallahassett, FL 32316; (904) 576-1410.

TIGERSHARK LORAN C FROM II MORROW

II Morrow Inc., recently announced the addition of the new "Tigershark" Loran C to their marine product line.

According to Jim Lookabaugh, National Marine Sales Manager, "The Tigershark leads a new generation of Lorans for advanced features, user friendliness and weather resistance."

The Tigershark features European styling, and a custom multiline LCD readout with many important navigational information on a single screen, including TO and FROM waypoints, latitude and longitude, bearing, range, and ground speed.

Other features include: numeric keypad; ease of operation; weatherproof packaging; 100 waypoint memory; route planning; position in LOP or LAT/LONG; alarms—arrival, anchor, boundary, course; auto triad selection; auto cycle lock; NMEA 0180 and 0183 outputs; bi-direct serial communications; small compact size; adjustable backlighting; full navigation displays; built-in audible beeper; low power consumption; instant waypoint storage; automatic waypoint sequencing; time and date clock; alarm indicators; notch filters; auto magnetic variation; auto return to search; cross TRK bar graph display; and signal qualifier.

The new Tigershark is only 8" wide, 4¾" high, and 3" deep.

II Morrow, a United Parcel Service Company located in Salem, Oregon, is the world's largest manufacturer of Aviation Lorans.

For more information, contact II Morrow Inc., P.O. Box 13549, Salem, OR 97309, or call 1-800-742-0077.

YAMAHA MARINE METER

Yamaha introduces for 1988 its LCD Marine Meter, a combination LCD digital tachometer and trim meter with prominently visible oil injection system monitoring lights. The new meter is standard on all 1988 Yamaha outboards from the 70 hp on up with the exception of the high performance Pro V 150.

Previously, boatmen needed three separate gauges to do the job. Now, at a glance, all three vital operating functions can be viewed at once on Yamaha's liquid crystal display meter.

If the engine is overtrimmed, the vertical trim graph blacks out completely, alerting the operator.

When starting the engine, the meter performs a self-check to verify its normal operation. An added beneit is the combined meter takes less rigging time and only one hole in the dashboard needs to be drilled instead of the three holes previously required to accommodate the other gauges.

For more information about the Digital Meter, contact Yamaha Parts Distributors, Inc., 6555 Katella, Cypress, CA 90630, or call toll free 1-800-447-2882 for the Yamaha Marine dealer nearest you.

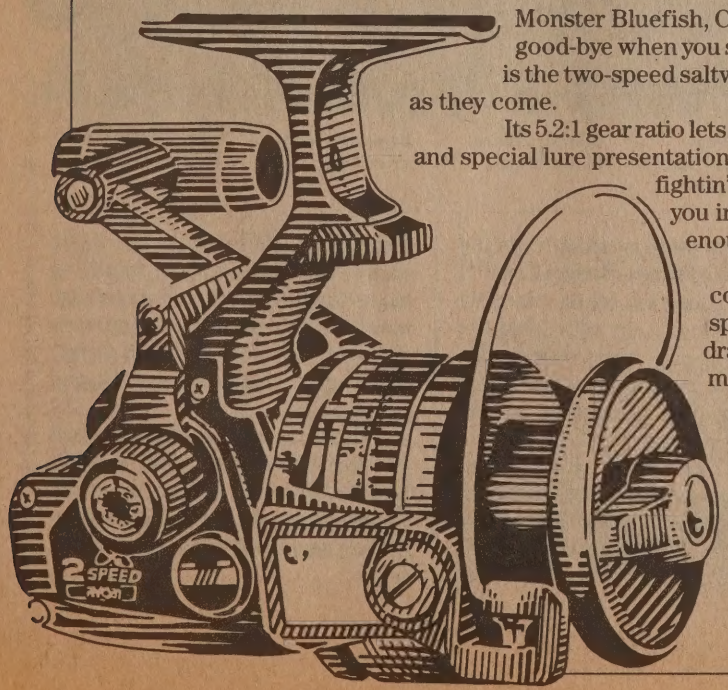
PENNINSULAR 379-T: DIESEL

Designed for applications 25 to 35 feet in length, the Peninsular 379-T combines the fuel economy and safety features of diesel with the responsiveness and high torque characteristics of a turbocharged/aftercooled installation.

Weighing in at only 1000 lbs., the 379-T's compactness and low weight make it ideal for in-line, V-drive and stern drive installations, both single and twin. Rated at 205 bhp at 3600 rpm, it features an 11 quart aluminum oil pan, freshwater cooled manifolds and remote oil filter for easy servicing. Designed to fit the same overall area as a typical 350 gas block, the 379-T's dimensions are 46" long (1169 mm), 29" wide (737 mm) and 30½" high (775 mm). An optional Arneson Surface Drive package is also available.

For more information on the Peninsular 379-T for either new or repowering applications, contact: Peninsular Diesel, Inc., 4000 Stecker Avenue, Dearborn, MI 48126; (313) 584-6150.

The Quick and the Deadly.



Monster Bluefish, Chinook and Striper can kiss the good life good-bye when you show up with Ryobi's new TS 4. Because this is the two-speed saltwater spinning reel that's as quick and deadly as they come.

Its 5.2:1 gear ratio lets you make quick work of high-speed retrieves and special lure presentations. Then, when the dinner bell rings and the fightin' starts, one flip of the two-speed lever puts you in charge with a 3.0:1 gear ratio powerful enough to take on all comers.

The TS 4 also features all-graphite body construction, a torque-resistant aluminum spool, ball-bearing drive and a six-disc front-drag system with Ryobi's exclusive "R-Tec"™ material.

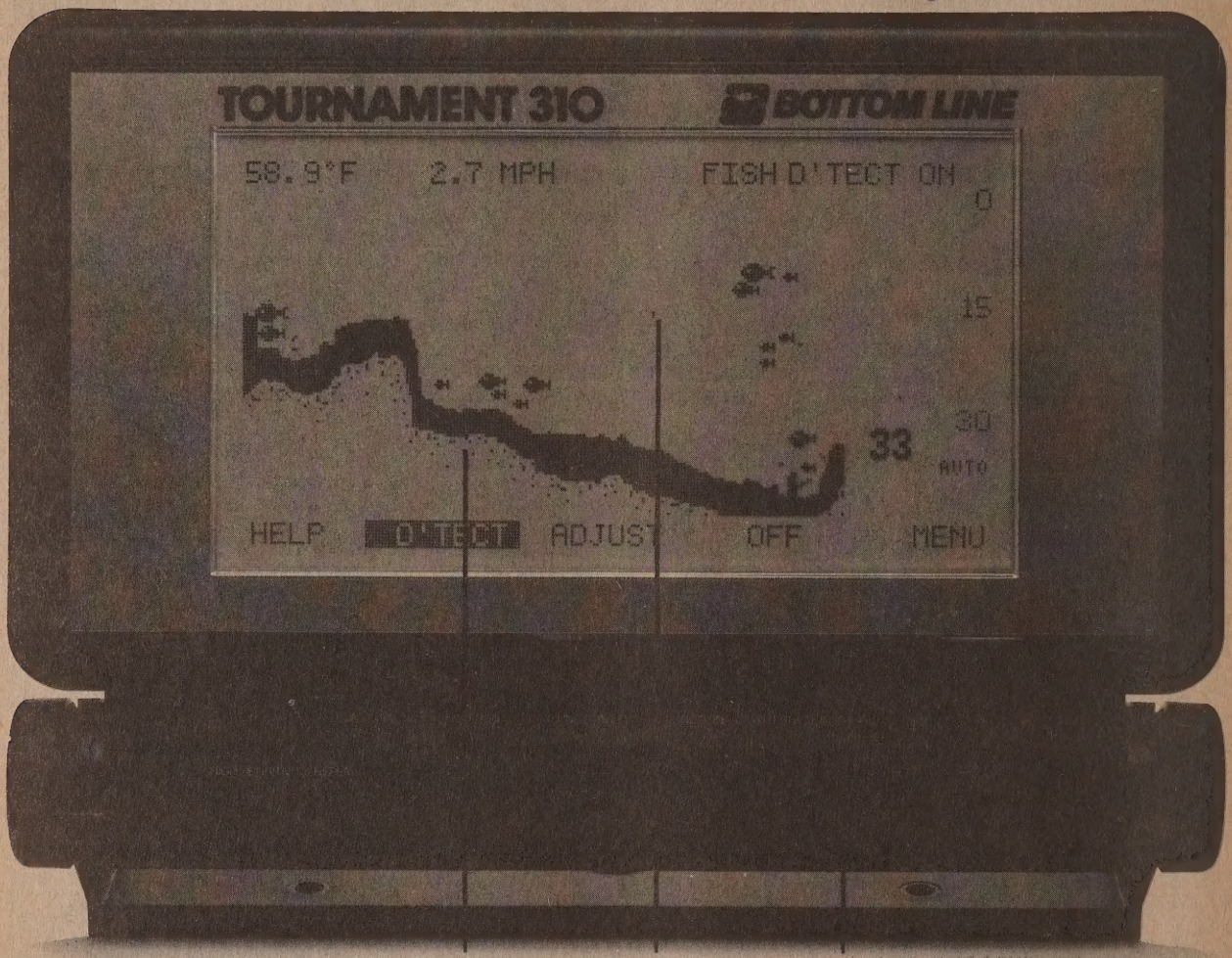
So get the one two-speed reel that's as quick as it is deadly: the Ryobi TS 4. At a tackle dealer near you.

RYOBI®

The only high-tech fishing tackle.

©1988 Ryobi

BOTTOM LINE.™ IN FISH FINDER



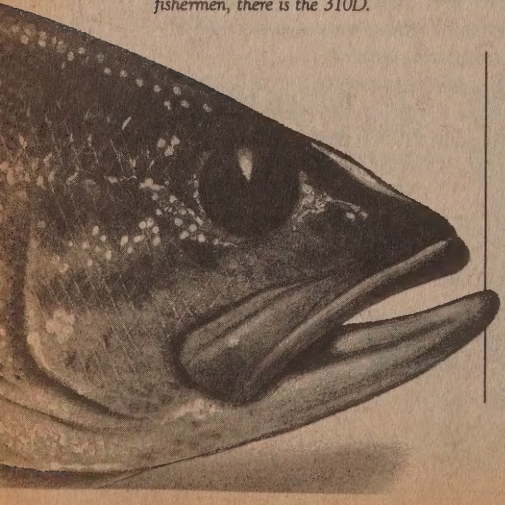
The Tournament 310 and TBL 210 are also available as portable models. For deep water fishermen, there is the 310D.

State-of-the-art 30,720 pixel liquid crystal display.

Electroluminescent backlit display.

Easy-to-use softkey/ screen display.

Over 30 simple-to-use functions.



A new force is taking over the world of fish finders. Bottom Line™ is setting a pace that others can only hope to follow. . . someday. And the reason is simple—we've developed a whole new generation of fish finder technology that has surpassed the old standards of performance.

Fish D'Tect™ Eliminates Guesswork. Bottom Line's brand-new Tournament 310 and TBL 210 are loaded with the latest advances in fish finding technology. For starters, there's Fish D'Tect.™ With just the touch of a finger, this *exclusive* fish identifying feature clearly marks each fish on the screen with a special computer-generated fish symbol. So you don't have to guess which marks are fish and which aren't.

What's more, Fish D'Tect™ shows you *three* different-sized fish symbols, and the bigger the symbol, the bigger the fish. So you can tell the bait from the big boys. And bring the trophies home.

THE NEW LEADER TECHNOLOGY.

Sleek, compact design is only 1" thick so it fits virtually anywhere. Rugged, waterproof construction guards against moisture damage. Equally at home in fresh or salt water.

Advanced, positive-locking mounting bracket permits adjustments in screen angle. Overall 310 dimensions: Height: 7⅛" Width: 10¼" Depth: 1"

Cassette record/playback can create a permanent record of any trip.

The compact TBL 210 is ideal for any boat with limited space for electronics. Its high performance and sleek good looks make it a perfect addition to any sportfisher or bass rig. Overall dimensions: Height 7" Width: 7⅜" Depth: 1"

The top-of-the-line Tournament 310 also offers a number of extra features that make it even easier to catch fish. The *adjustable* split screen zoom provides extra convenience and flexibility when you're looking for that trophy fish. Also, with just a touch of a finger, our unique navigation/information display feature gives you a complete listing of all vital information. All at once, you can monitor boat speed, distance traveled, water depth, bottom contour, temperature trends of the surface water over the past 10 minutes—you even have a countdown timer! And even though the Tournament 310 is simple to use, if you ever need help you can refer to the built-in owner's manual.

Exclusive Software Update Program. Of course, there's much, much more. So much, in fact, we could make a list as long as your arm and still not tell you everything. Here's perhaps the best feature yet: *Your Tournament 310 and TBL 210 won't become obsolete in a year.* Because our fish finders are so advanced, we can reprogram the computer software in each unit. So when next season rolls around, you can upgrade it and take advantage of all our latest features and developments in technology. All for a nominal fee that's just a drop in the bucket compared to the price of a new fish finder.

So hook up with the fish finders that are kickin' tail on the trophy fish. And on the competition. The Tournament 310. And the TBL 210. Only from Bottom Line.

Free For The Asking. For complete information about the greatest fish finders on the market today (and tomorrow), call TOLL FREE 1-800-456-5432 for your nearest Authorized Bottom Line Dealer. And don't forget to ask for a copy of the Bottom Line *Update*™ the brochure packed with fishing info and fish finder tips from the pros.

More Features, For More Fish. And that's just the beginning. Both the Tournament 310 and TBL 210 offer a whole boat load of other features that make them absolutely the best fish finders ever built. Use the split screen zoom and target cursor features to examine the bottom in detail and lock in on the location and exact depth of any fish you find. And if you get too busy hauling fish into the boat, you can simply choose the automatic mode and let our fish finders adjust themselves.

Mail Coupon. Please send me a FREE Bottom Line *Update*™ brochure. (Regularly a $1.95 value.)

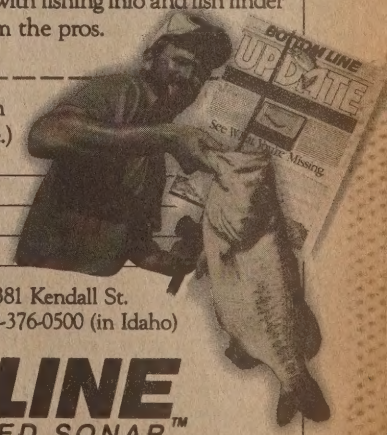
Name _____

Address _____

City _____ State _____ Zip _____

My Local Dealer Is _____

Bottom Line/Computrol, Marine Electronics Div., 5381 Kendall St.
Dept. F-2 , Boise, ID 83706 • 1-800-456-5432 • 208-376-0500 (in Idaho)



BOTTOM LINE
SIMPLY SOPHISTICATED SONAR™

Boats for Anglers

MC KEE CRAFT 14'

By Charlie Soares

Size is a relative thing. Ask the man who owns a 30 foot boat what his idea of a sportfisherman is and he will tell you it's a 32 or 35 footer. Put the same question to the folks who own a 12 foot tin boat and they might be considering a 14 or 16 footer. The Fisherman has never lost sight of the fact that small boats serve a very large percentage of our readers, including myself. I keep a 25 foot boat in a slip and use a 16 foot fiberglass skiff which I keep on a trailer in the driveway.

Just as opinions vary, so do boatbuilding methods and technology which have come a very long way since that era 30 years ago when I spent all of my available free time in a boathouse along the river assisting in the building of work skiffs and pleasure boats. What I actually did was swept sawdust, fetched tools, ran for coffee and sanded until I was numb to my elbows. I was the envy of neighborhood kids, as one of the fringe benefits was having a skiff at my disposal on most occasions. One of the designs which we turned out with frequent regularity was the "Sea Sled." That boxy hull was always very much in demand in the late 50s because of its excellent load carrying capabilities, stability and ease of propulsion. With a 5.5 hp outboard it would carry cargo and passengers economically and safely. Their shortcomings were the punishment passengers were subjected to even in a relatively short chop.

Those hulls fell out of favor when the fiberglass boats came onto the scene and began to capture the boating public's interest with their improved ride, good looks and limited maintenance. Shortly thereafter a couple of innovative manufacturers made some necessary changes in this basic design and the advent of the cathedral hull once again brought these hulls from obscurity to the forefront of their respective markets. With vastly improved handling and sea keeping qualities and sporty good looks, these boats have taken over where their predecessors left off. My very first experience with this hull and construction was with a 19 foot McKee Craft which a friend purchased almost two decades ago and which is still being fished on Cape Cod Bay. That rugged hull was put to the ultimate test and never let us down. We ran her up on almost every beach in the area and carried everything but an auto in her and she never was the worse for wear.

McKee has been in the boat building business for over 20 years turning out their well-respected line from their North Carolina plant, where they have been providing hulls for federal, state and local government agencies. Over the past two seasons I have had the opportunity to operate a 16 foot McKee and have been favorably impressed with its handling, performance and construction. The workmanship is first class with a smooth, lustrous gel coat and a very good non-skid pattern on her canted decks. The interior of the hull is well thought out and engineered to utilize space to the maximum potential. The handsome red and black rub rail is functional and does not bleed, as evidenced by our firsthand observations at dockside.

These rugged hulls feature a reinforced transom with full one inch of laminated plywood. The outer hull is built to what the company refers to as "work boat specifications" with 25 oz./sq. yard roving up to and below the waterline. Plywood is laminated to the flat areas of the inner liner and deck for additional strength and ease of securing controls and equipment to the hull. This eliminates the need to epoxy controls in place and facilitates replacing broken controls or changing your setup to accommodate a different type system. The outer hull and inner liner are then laminated together and all voids between are filled with polyurethane foam core. This sandwich construction adds rigidity and strength and makes the craft unsinkable. All hardware and fasteners on these boats are stainless, further reducing maintenance and wear.

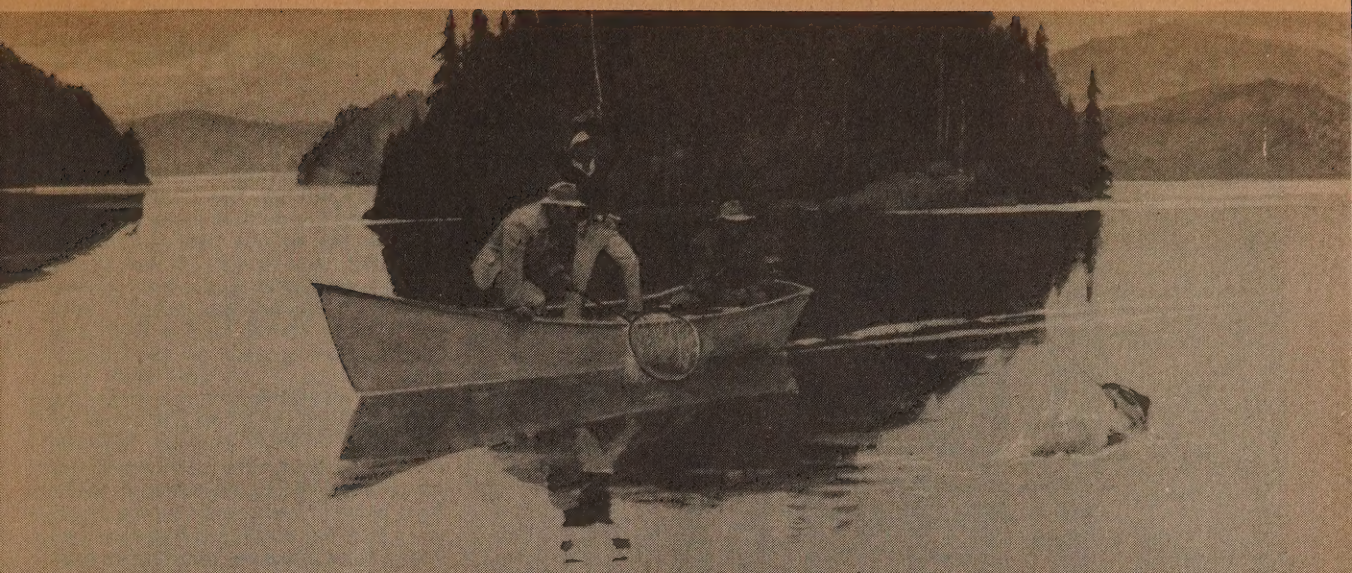
One day in late September of this year I was invited to demo a new McKee 14 foot in the Cat Cay configuration, which was powered by a new 40 hp Suzuki. We ran the length of the narrow and winding Jones River without a hitch, despite taking many of the turns at or near flank speed whenever visibility permitted. We reached the bay where I was able to mash the throttle and lock the wheel and found this hull bit in hard and never lost her track nor did she cavitate. The boat runs along smartly and I looked back to check and see if I had read the 40 hp correctly because she moved as though there were more horses bolted onto her transom.

There is ample storage forward in a built-in ice chest which has a gel coat finish as well as the rear bench seat providing storage for a lot of gear. In a stiff wind I ran her into a steep chop and the ride was comfortable and very solid. The spray was thrown well aft of the engine and one of the features I appreciated about this little boat was how well she sat at rest. My own flat bottom skiff flies over the water with nothing under her and this is a problem when casting or drifting, necessitating my use of a large sea anchor while fishing under these conditions. The Cat Cay makes a handsome utility boat and she compares very favorably to what is generally considered to be the industry standard of excellence.

SPECIFICATIONS

Length	14'
Beam	5'7"
Transom Height	20"
Weight	665 pounds
Maximum Load	870 pounds
Maximum Horsepower	70

Manufactured by: McKee Craft, Box 623, Fairmont, North Carolina 28340.



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Smooth precise adjustment means more control over hard-fighting fish.

Strike Set™.
Variable spool tension for perfect control with live bait.

The Cardinal® 600 GT is the world's premier all-in-one spinning reel. You simply won't find a better spinning reel for the price, anywhere.

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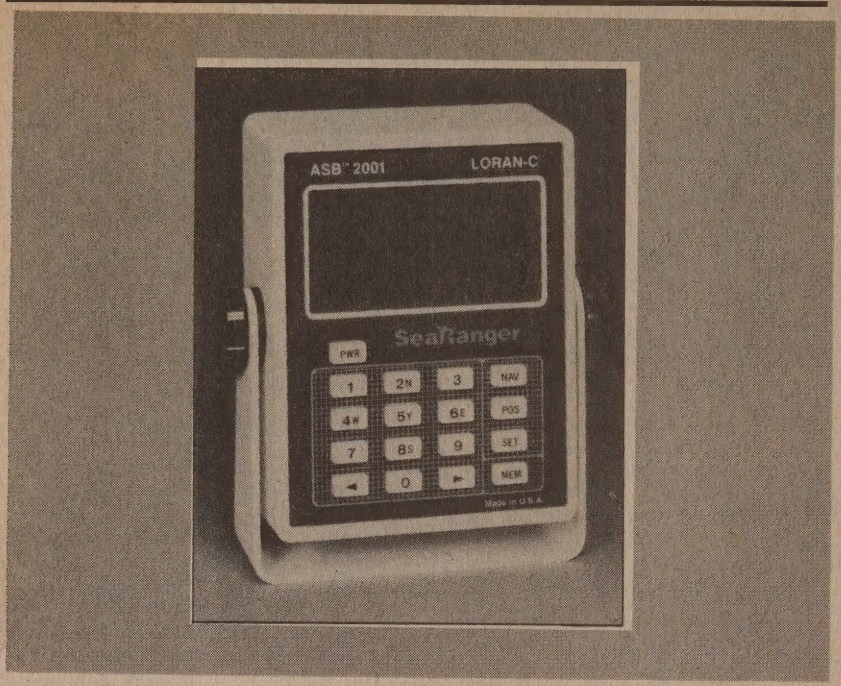
If you're serious about fishing you'll want to own a versatile Cardinal 600 GT Series Reel. Eight fresh water and Big-water models for just your type of fishing. Designed with a graphite/titanium body for light weight, strength and absolutely no corrosion. All the features you want, without making you pay for features you don't need.

Cardinal 600 GT Series. *with strike set!*

Abu Garcia
Pro Fishing

Product Review



SEA RANGER ASB 2001 LORAN

By Steve Wendell

Simplicity is the watchword with the Sea Ranger ASB 2001 Loran. It is, without a doubt, the easiest unit on the market for either the beginner or the seasoned pro to use—a fact that will warm the hearts of those who are still doing our darndest to hold out against the computer. The unit is "buyer installable." Expensive professional installation isn't required. If you put in your VHF radio and installed the antenna, you'll have no problem at all.

Reliability is another very important feature. The ASB 2001 has held its own against units costing two, three, or even four times as much in independent tests of Loran units done by a major boating magazine and testing labs.

The ASB (Automatic Station Blend) 2001 receiver automatically blends all available signal information from the U.S. Coast Guard Loran transmitters, ensuring optimum accuracy under all operating conditions. To you, this means you don't have to select or enter secondary TDs; it's all done by the unit. The ASB 2001 is internally grounded, so forget about the $30 Dynaplate; the 99 waypoint memory has non-volatile storage and is powered by a 5-year lithium battery. The unit displays the word "battery" if there is a problem so the battery can be changed, and the waypoints saved. The unit has 11 internal filters, four Bandpasses and seven Notches, and automatically makes ASF and MAGVAR compensations.

This American designed and built unit even provides an owner ID code to prevent unauthorized use, and interfaces with both NMEA 0810 or NMEA 0813 formats. (These include both the Standard and King formats.) In addition, it is completely waterproof. It is compact, measuring 6.5" high, 5" wide and 2.5" deep, so finding a place to mount it isn't a problem.

The ASB 2001 has a big, easy to read, non-glare, backlighted, LCD display that constantly gives you your exact position, the strength of the signals being received and the number of the destination/waypoint you are navigating to. By simply pushing the arrow key pointing right, or the one pointing left, you can monitor bearing to destination, distance to dest., speed to dest., cross track error, speed over ground, time to arrival, course heading error, and direction to steer. Your selection is displayed on the bottom line. The manual refers to it as "turning the pages in a book, right to go forward, and left to back up." And that's a pretty good description. Speaking of the manual, it's very easy to understand, well illustrated and above all, it's not one of those 12 pound novels you get with most Lorans.

Operation of the unit is a joy. If you have ever thrown caution to the wind, charged into the kitchen, and used the blender by yourself, you are ready to tackle the ASB 2001. Even if you forgot to put the top back on, and everything splashed all over, it doesn't matter. Lorans don't have tops and nothing spills out of them. Navigation to a waypoint/destination already in the unit's memory consists of pushing the NAV key once. A destination will appear on the bottom line; i.e., Dest. 09. The 0 will be blinking. Using the number keys, punch in the number of the destination that you want to go to, i.e., 12. Est. 12 will now be displayed on the bottom line. Now push the NAV key again. That's it. Distance to Go and a Compass Heading will appear on the bottom line, and you're off! Just steer that heading and when you get there, the unit will beep and "Arrived" will be displayed. "Okay," you say, "But my cousin Conrad just called and he found a set of TDs on the wall of the Bay Head Yacht Club men's room wall, that the attendant told him was the best fishing (they don't say fishin' at the Bay Head Yacht Club.) spot in the whole world. How do I get there??" To enter a new waypoint, push NAV, a DEST will appear. Using the number keys, punch in the number of an Empty waypoint and push NAV again. L/L Y TD N will appear, the Y will be blinking. (This means Lat/Lon, yes. TDs, no.) Since Conrad has given us TDs, push the 2N key and the blinking Y will change to an N and the N after TD will change to a Y.

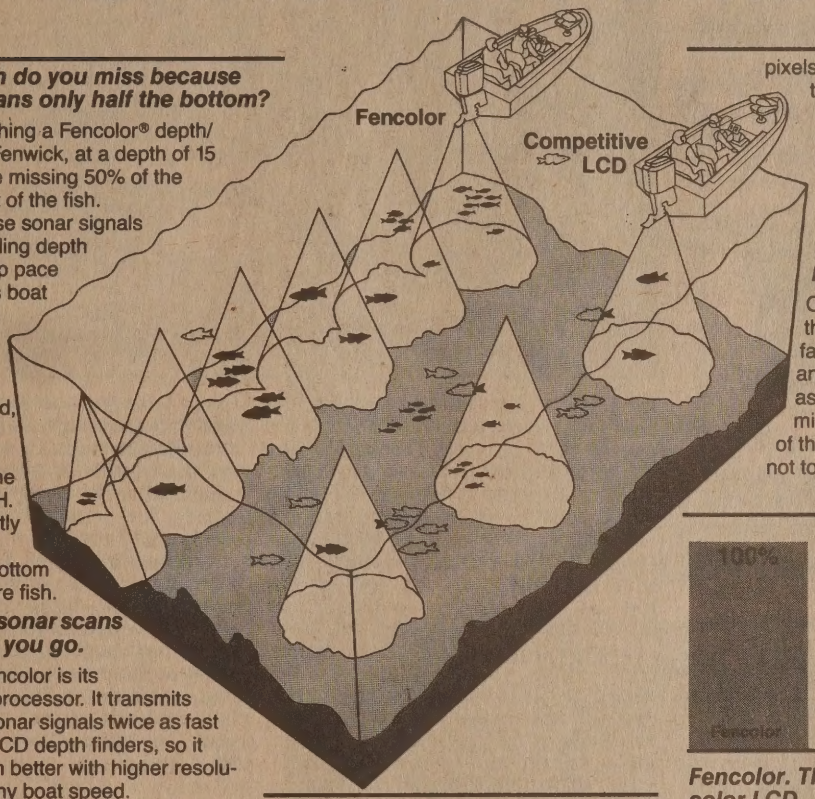
Through the magic of electronics, we have told the machine no Lat/Lons; we want to enter TDs. Now push the arrow pointing to the right (go to the next page). A---- will appear, the first - will be blinking. Using the number keys, enter the 26 number that Conrad gave you. When you finish, push the arrow again, B--- will appear, now enter the 43 number and push the arrow again, the Dest number you assigned in the beginning will appear. Push NAV and Distance to Go and the Compass Heading will be displayed. Steer the indicated course and when the unit beeps, we find out if we are ever going to talk to Conrad again.

The Memory is equally easy to use; a push of the MEM key is all that is needed to store a position. There is no need to change modes. Freeze the frame, enter the coordinates, push the recall key or the enter key, or any of the other procedures associated with the "instant" memory of conventional Loran units. Simply push MEM and assign it a Dest number, and it's yours forever. The ASB 2001 can also be used as a calculator to determine distances between waypoints, or to convert L/Ls to TDs and vice versa.

With all the other features of the ABS 2001, I have saved the best for last: the price. The unit retails for under $500. If you have been shopping Lorans, that should be music to your ears.

Manufactured by: Sea Ranger Marine, Inc., 201 Meadow Road, Edison, NJ 08818; (201) 819-7400.

The world's only color LCD is also the fastest fish finder on the water



How many fish do you miss because your sonar scans only half the bottom?

Unless you're fishing a Fencolor® depth/fish finder from Fenwick, at a depth of 15 feet you could be missing 50% of the bottom and most of the fish.

That's because sonar signals displayed by leading depth finders can't keep pace with your boat as boat speed increases past 15 MPH.

Not Fencolor. With 12 sonar bursts per second, Fencolor's rapid-fire sonar signal tracks 100% of the bottom to 40 MPH.

So you instantly see important changes in the bottom contour. And more fish.

Conventional sonar scans less the faster you go.

The secret to Fencolor is its advanced microprocessor. It transmits and processes sonar signals twice as fast as comparable LCD depth finders, so it tracks the bottom better with higher resolution at virtually any boat speed.

At 40 MPH, it scans a full 100% of the bottom your boat passes over. Even as fast as 50 MPH, it scans approximately 87% without display lag.

Depth finders with slower signals can't fully chart the bottom because of "dead spaces," or time lapses, between signals. As boat speed increases, dead spaces increase. In other words, the faster you go, the less bottom and fewer fish you see.

How does a fast depth finder let you see more fish?

Picture a depth finder. One column of pixels represents the information relayed by a single burst of sonar.

So the more frequently bursts of sonar can be repeated, the more accurately the pixels mirror the bottom and everything in between. Like fish.

A sonar signal that's transmitted and processed faster simply gives you a better picture of all the good fishing below your boat.

How much of the bottom are you missing?

Only Fencolor charts 100% of the bottom at boat speeds as fast as 40 MPH. Humminbird and Lowrance units lag behind as boat speed increases, missing up to 50% and more of the bottom. Can you afford not to fish with Fencolor?

Fencolor is the only LCD that effectively scans 100% of the bottom at boat speeds up to 40 MPH in 15-foot depth.

Conventional depth finders miss up to 50% and more of the bottom because of dead spaces resulting from the slower repetition of sonar signals. The faster your boat goes, the less bottom these sonar units can accurately cover. Fencolor is fishing's fastest sonar with sonar signals transmitted up to 12 times every second.

Fencolor. The world's only color LCD.

Fencolor is the only fishing sonar to indicate bottom, fish and structure with a brilliant red, yellow, green and black LCD display.

Color not only makes the screen more readable than conventional black-and-whites, but makes finding fish at night easier. It even lets you read the display in direct sunlight without removing polarized sunglasses.

See your tackle dealer about the world's fastest depth/fish finder and first full color LCD sonar, soon to be available with a Color Fish Option™ that turns fish red for fast, sure identification. Or write: Fencolor, P.O. Box 30, Lititz, PA 17543. You'll see a lot of what you've been missing.

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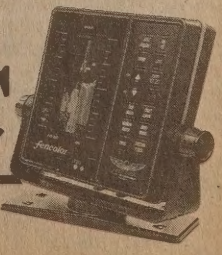
depth / fish finder



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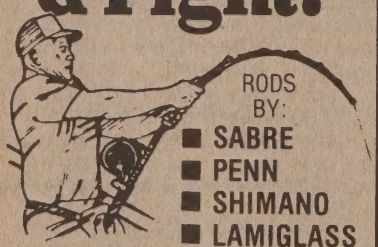

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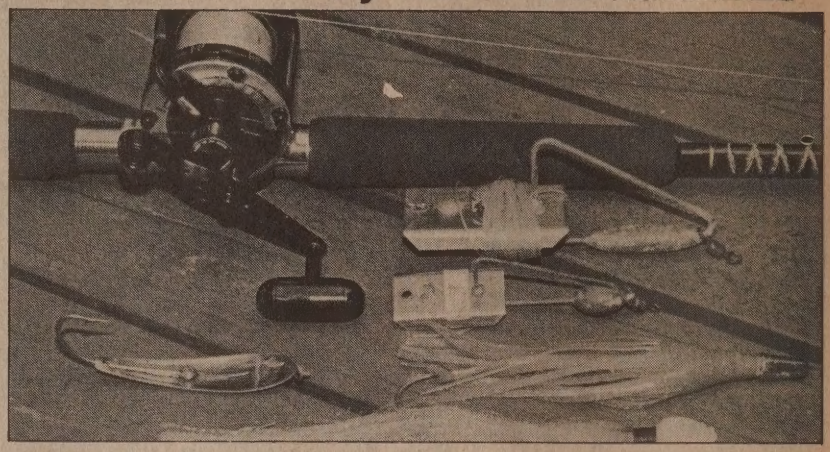
Tackle Doctor

By Ken Freel



A couple of months ago a subscriber wrote in and asked where they could get a copy of *San Francisco Bay Stripers*, by Abe Caunang and I was unable to locate it even after calling out to California. However, recently another subscriber called in to tell us where he had ordered the book from. Unfortunately, I was not there to take the call, but I'd like to thank that anonymous reader anyhow.

If anyone wants to order the above book, then they should write to: Angler Publications, P.O. Box 12155, Oakland, CA 94604. Price: $12.95 plus $2 postage.

Dear Doc,

I've done quite a bit of shark fishing the past couple of seasons and would like to know where to send to obtain shark tags. Can you give me the address? Thank you. *Ron Childress.*

Dear Ron,

Glad to hear that you're interested in tagging sharks because even in this modern day and age, little is known about these magnificent creatures of the sea. The address is: National Marine Fisheries Service, Shark Tagging Program, Ferry Rd., Narragansett, RI 02882, Att: Mr. Jack Casey.

Dear Doc,

I'm planning a trip to Cabo San Lucas to do some serious marlin and yellowfin tuna fishing. I have been advised that although the charter boats have tackle for rent, it probably would be a good idea for me to bring my own. However, my equipment is designed for inshore blues of the chopper variety rather than offshore blues of the marlin variety.

Since I won't be making this trip every year, I'm looking for a rod and reel that are adequate for the task, but that won't require a second mortage on the house for a down payment. I would also like to be able to use the tackle for local offshore trips for white marlin.

I guess what I'm looking for is a Renaissance rod and reel capable of handling very large fish, but not involving overkill for smaller fish and all for a reasonable price. Does such equipment exist? I would also appreciate any advice you could give regarding lures, terminal tackle and line that I would need on the Cabo trip. Thank you. *Steve Parker.*

Dear Steve,

As far as fishing tackle is concerned the Renaissance is now. There has never before been such a vast selection of advanced quality tackle and related equipment than right now.

Almost all of the major tackle manufacturers will have a rod and reel that will fit your needs, but you are asking for quite a lot. After all, a reel that can handle a very large fish without overkill on smaller fish only exists to a degree. It all depends on how big a fish you mean when you say "very large."

In any case, I feel that you'd do just fine if you look at some of the trolling reels in the 30 to 50W class that are available from Shimano, Penn and Daiwa, among others. The lever drag systems on these reels are ideal for trolling for big game fish.

A 30W size reel will give you the most fight out of every fish you catch and still be capable of bringing in some big fish, too. You say that you'll be going after white marlin on the local scene. Since most white marlin run in the 50 to 80 pound class you'll do well with a 30W reel. However, if you hook into a fish of 800 pounds or

more you may be overmatched and you'll have trouble bringing the fish to the boat.

Match your reel with a medium action standard trolling rod with roller guides. Go to your local tackle dealer who handles offshore equipment. He or she will be a great aid in making your final decision. Look for rods with high quality roller guides like Aftco or Fuji and you'll be fine.

You probably won't get a chance to use any lures that you bring down to Cabo San Lucas because bait is the main item there. Your guides will provide you with either mullet or ballyhoo. Bring a couple of "Green Machines" down with you if you really want to. Your terminal tackle will consist of simply a Bimini twist with an offshore loop at the end to attach a swivel.

Dear Doc,

My friend, an avid salmon fisherman, recently purchased a 20 foot Grady White Overnighter. The boat is equipped with downriggers which he uses extensively in the Great Lakes. This year we started fishing in the coastal water of our state.

I have some experience trolling wire line, but none using downriggers. Can you help shed some light on the use of downriggers in saltwater? A few tips on rigging and trolling speeds would be greatly appreciated. Stripers, blues and weakfish are our main objectives. *Bob Kuleat.*

Dear Bob,

There is really not much difference between trolling in the coastal waters or those of the Great Lakes. The main difference that I know of is that on the Great Lakes many fishermen use up to 5 lines on each downrigger when salmon fishing. This is possible because the trolling speeds are slightly slower on the Great Lakes when salmon are the quarry.

In the ocean you'll be trolling anywhere from 3 to 6 knots and this creates a drag on the trolling ball. Therefore, it is inadvisable to "stack" the lures as they will become tangled easily. The rule in the coastal waters is to use only one line per downrigger.

Once you've located a school of fish with your depth recorder you lower your ball to the depth where the fish are located. Make sure to play out a little more of the downrigger cable to compensate for the faster trolling speed.

Dropbacks for the trolling ball can range from 15 to 20 feet depending on water clarity, currents and the mood of the fish. Twenty-five feet of line is about the average length to feed out from the ball. You'll have to experiment a little on each trip to find out where the fish will strike.

You can use swimming plugs, spoons, single tubes and even umbrella rigs with great success. Send some pictures and let me know how you do during the upcoming season.

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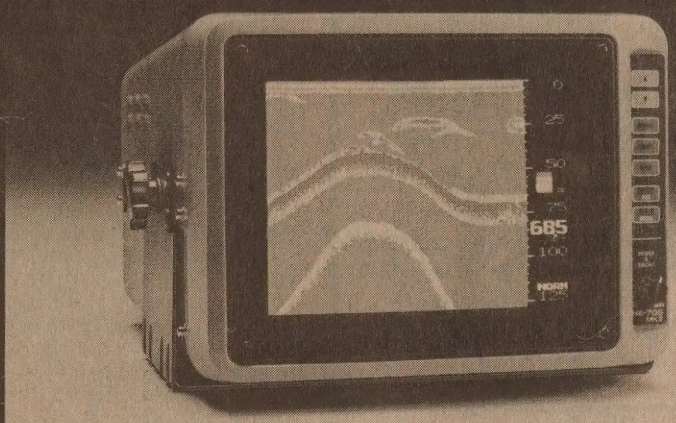

From a performance standpoint, the new SI-TEX HE-705 MK II is an exceptional value for serious blue water fishermen. It offers the same features as expensive commercial fishfinders, but at a price that's quite affordable to dedicated saltwater sportsmen.

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Plus there's mid-range and bottom scale expansion, bottom lock, adjustable split-screen displays, auto range, 16 different color combinations, adjustable fish zone alarms, digital readouts of depths and surface water temperature, a temperature graph and a whole lot more. All with touch-key simplicity. For more information, write SI-TEX, P.O. Box 6700, Clearwater, FL 34618.

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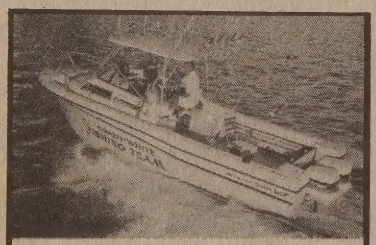

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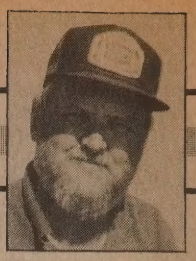
Dock Lines



By Eric Burnley

I remain amazed at the number of boaters who do not use a chart or use the wrong chart when trying to navigate from one place to the other. Some of these folks have been operating a boat for a number of years and yet they have never seen or heard of the charts supplied by the United States Department of Commerce through the National Oceanic and Atmospheric Administration. These charts show you where the channel markers and other aids to navigation should be so you can find your way along the coast.

Another important feature of the NOAA charts is the cross-hatch of Loran lines found on each one. These lines of position when matched to the TD numbers from your Loran will give you your approximate position. I once spent 15 minutes on the phone with a boater who had recently purchased a new Loran. He could not understand how those numbers he was getting off his unit could possibly tell him where he was. It took me awhile to realize that he had never seen a NOAA chart, so when I kept telling him to transfer the numbers from his Loran to the grid on his chart he had absolutely no idea what I was talking about. The next day he went out and bought a chart, called me back and we quickly resolved his problem.

When I use these NOAA charts as illustrations during my Saltwater Workshops each winter, invariably some of the people in the class will ask where they can get some of those neat looking maps. I tell them to check with marinas in the area where they fish or if they live near a major port such as Norfolk, Baltimore, Wilmington, Philadelphia, New York or Boston they can find a complete selection of charts at the local ship chandlers or chart store. Look in the Yellow Pages under Marine Equipment, Map Dealers and Ship Chandlers.

Each NOAA chart is numbered and listed in the Nautical Chart Catalog 1, United States Atlantic and Gulf Coasts including Puerto Rico and the Virgin Islands. This catalog is available from Distribution Branch, (N/CG 33) National Ocean Service, Riverdale, Maryland 20737-1199; (301) 436-6990. Order yourself a catalog, pick out the charts that cover the area where you fish and buy them through the mail from NOAA or directly at a map store, marina or ship chandler. All the authorized chart agents are listed in the catalog.

While I would not think of leaving the dock without a NOAA chart covering the water where I plan to go, I do not use these charts exclusively. For one thing, they are quite large and can be difficult to handle on a small boat. They also are not waterproof and need to be stored in a plastic see-through pouch.

During normal fishing trips I am more likely to use a scaled-down waterproof chart from a private map company. The two I use most frequently are Alexandria Drafting Company, 6440 General Green Way, Alexandria, Virginia 22312; (703) 750-0510 and the Kenkurt Charts available from Ocean Sport Fishing, 1620 Beaver Dam Road, Point Pleasant, New Jersey 08742. You may find a local map company in your area that produces waterproof charts, covering the territory where you fish. I suggest you stay away from the chart printed on the place mat at Joe's Fish House and Beer Garden. Even if it has little black fishies printed over the local hotspots to indicate exactly what you can expect to catch there, you may find its use as a navigational aid somewhat limited.

In fact, the only chart you should use for navigational purposes is the NOAA chart. While you can get by in familiar waters with a private map company's chart, most of these companies have a disclaimer on their chart telling the consumer these are not for navigational purposes.

There are a multitude of symbols on the NOAA charts and each has a special meaning. Some are quite common and straightforward while others can be a bit confusing. Chart symbols can tell you everything from the type of bottom (oyster bed) to the color, type and size of the buoy you are trying to find. You can get a complete rundown of these notes, symbols and abbreviations from NOAA or your chart store. The publication is listed as Chart 1 and sells for $2.50.

One reason why NOAA charts are so valuable is the fact that they are current. Even a chart that is one or two years old can be out of date if changes have been made to a channel due to dredging or storms. A publication titled "Notices to Mariners" will list these changes as they occur so you can correct your charts. Local Notice to Mariners may be obtained free from the Commander of your local Coast Guard

District. A recent change in responsibility has shifted the local Notice to Mariners for our coverage area to District One and District Five. To receive Local Notice to Mariners for the waters from Maine to Toms River, New Jersey, contact First Coast Guard District, Aids to Navigation Office, 408 Atlantic Ave., Boston, MA 02210-2209. Local Notice to Mariners from Toms River to Virginia are available from Fifth Coast Guard District, Aids to Navigation Office, Federal Building, 431 Crawford St., Portsmouth, VA 23704-5004.

If any of you have been venturing out without your charts, please take some time over the winter to acquire a proper set of NOAA charts plus any of the smaller, waterproof charts you may need and learn how to use them. If you can't get to a Coast Guard Auxiliary or other type of boating course, get a copy of Chapman's *Piloting, Seamanship and Small Boat Handling* and study on your own. You may not catch any more fish because you know how to read and navigate with a chart, but you will be more confident and less of a hazard on the water.

Dear Eric,

I'm in the market for a late model ('84 or '85) fishing boat like a Grady White, Mako, etc., with a Yamaha, Mercury or other name brand outboard. My question is this. Is a marine surveyor necessary to check out the boat and motor or is my own amateur visual inspection, starting the motor, etc., sufficient?

Thanks for your advice. *Bob Welch.*

Dear Bob,

Keep in mind that the price of the rig you are shopping for will probably top the $15,000 mark and a few hundred dollars paid to a marine surveyor can be very cheap insurance. The type of boat you want will probably come with lots of options and electronic devices and these will require a checkout by an experienced person before you put down your money.

There is little chance that a private seller will guarantee the boat, motor and trailer once the deal is made. They do not have the resources to do so.

On the other hand, a boat dealer will probably give you some type of guarantee on a two or three year old boat, especially if it was originally purchased from him and he is aware of its service record.

Boat dealers will usually go over any used boat they plan to sell, making certain it is in reasonably good condition. They don't want dissatisfied customers whether the sale was a new or used boat.

I would still recommend the services of a surveyor or other experienced professional to look over the boat because there are things the dealer may not notice. If a problem is found, an adjustment to the price or a repair of the defect can be negotiated between you and the seller.

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Doug Hannon
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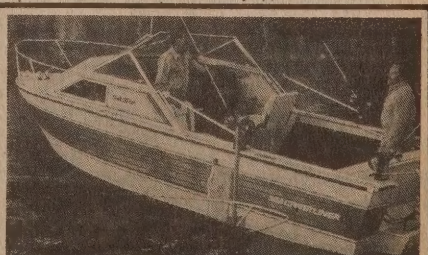

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NYSF What's it all about?

By Fred Golofaro

We are all well aware of the problems confronting our favorite sport. From pollution, to overfishing, to shore access, the recreational fishing industry is seemingly always struggling to maintain the quality of our sport. Unfortunately, many among us want to enjoy the benefits derived from fishing, but only a small percentage are willing to sacrifice any of their time or energies towards maintaining or improving the fishing game.

I suppose that many of us turn to fishing as a form of therapy to cure the ills created by the stress of everyday life. The last thing that most fishing folks want then, is to mix their fishing with politics and meetings, and writing letters, etc., etc., etc.

On the positive side, there does seem to be a greater awareness of the need for anglers to get involved. Fortunately for all of us, there always seems to be a few special individuals who are willing to carry the ball for many, whenever a key issue arises.

Maybe that's the best way to describe what the New York Sport Fishing Federation is all about. A collection of these special people who have pooled their energies for the benefit of all of us so that we can continue to enjoy our favorite sport.

In a relatively short period of time, the NYSF has become a powerful and influential force in dealing with all levels of government on issues concerning recreational fishing. What's more, the Federation has been involved in a broad range of issues that concern all of us

Blue water anglers have been comforted by the NYSF's efforts towards the protection of billfish and tuna within the 200 mile limit. Inshore anglers have seen their interests nurtured by the Federation's efforts in helping develop management plans for bluefish, weakfish and striped bass. Surf fishermen's interests are well represented by the group's involvement in beach and shore access issues.

In recent years, the NYSF has also taken an active role in eliminating netting in the bays, inlet maintenance and dredging and in getting recreational fishing representation on all federal and state management councils. The Federation has truly become the voice of the New York marine angler.

Another major accomplishment of the Federation is the development of an annual Sport Fishing Forum. This year's Forum is scheduled for Sunday, March 6th at SUNY-Old Westbury and is a sure bet to top last year's successful event. Ongoing seminars provide a wealth of information covering a wide range of fishing subjects. The highlight of the event is a fund raising auction that will offer plenty of tackle items as well as fishing trips. Included is a once-in-a-lifetime trip to the Rio Colorado Lodge in Costa Rica for some of the world's best tarpon and snook fishing. Tickets to the Forum and Auction are available by mailing $5 to: Sport Fishing Forum, P.O. Box 240, Oakdale, NY 11769.

The best part about the New York Sport Fishing Federation is that it provides all of us with an opportunity to "get involved." By joining the NYSF, you can add your voice and be heard on key issues that will dictate the quality of fishing in our area for generations to come.

Annual membership dues of $14.95 provide you with a quarterly newsletter that will keep you updated on the Federation's activities and you'll also receive a NYSF T-shirt that will tell people that you are "involved."

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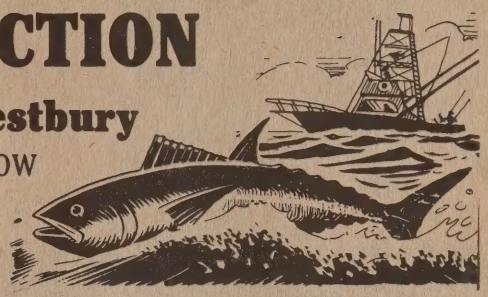

Is fishing today as good as you remember it was when you were a kid?

Do you see it deteriorating (as we do), possibly never to return?

Do you want your children and grandchildren to have a healthy fishing environment?

If these issues are important to you (and they certainly should be), the New York Sportfishing Federation (NYSF) is the organization for you!

What can your single voice do versus the bureaucracy? Probably not much — but many voices, represented by a powerful organization with contacts in the right places, can, and will, make an impact. The NYSF has already made the important contacts with the DEC and federal, state and local officials — now we need your support to show them we mean business.

The NYSF is actively involved in the following issues:

- Development of Bluefish, Weakfish and Striped Bass Management Plans.
- Opposition to salt water fishing license as presently proposed.
- Development of an Annual Sport Fishing Forum.
- Protection of Tuna and Billfish within the 200 mile limit.
- Recreational representation on all federal and state management councils.
- Beach access and opposition to netting in bays.
- Inlet maintenance and dredging...and much, much more!

What your $14.95 Annual Membership will bring you:

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1988

Outboard Lineup

A brace of 150 Johnsons provide more than ample power for this 24 North Coast.

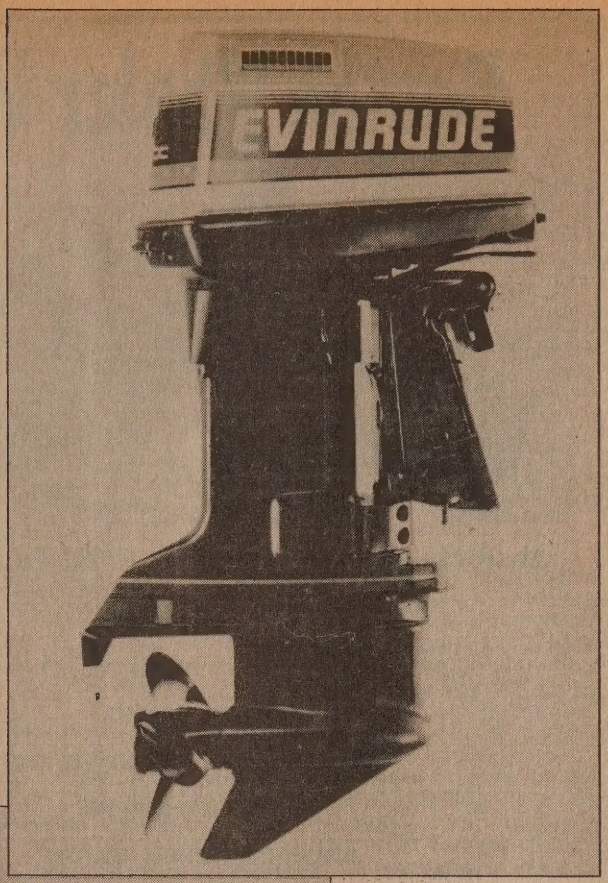
The focus of our review for week #2 of our three-part series on outboard power is the Outboard Marine Corporation, a/k/a OMC, parent company for Evinrude, Johnson and OMC Sea Drive. Since last season's review was published, OMC has taken some significant steps to improve its competitive position versus domestic and foreign challengers.

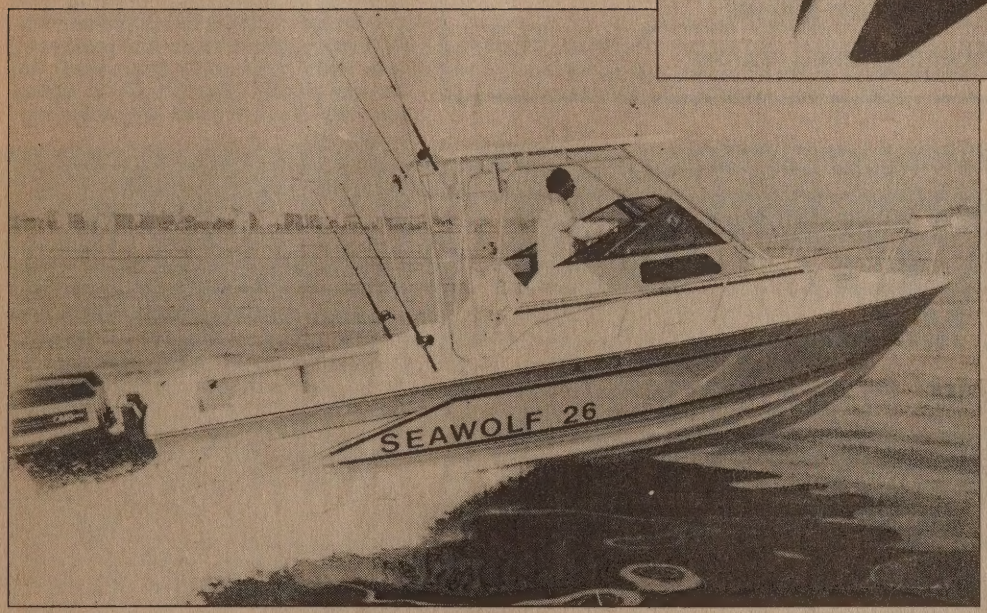
From a strategic standpoint, OMC has purchased five diverse boatbuilding organizations to broaden its corporate product lines to include the chariot as well as the powerplants. Four Winns, Sunbird, Stratos, Lowe and Sea Swirl all come under the

Power

Part 2

By John N. Raguso





Left: A pair of OMC Sea Drives power this Seawolf 26. Above: Evinrude Super V4 commercial.

OMC banner. The acquisitions supply OMC with an additional semi-predictable cash flow, as well as the ability to offer "pre-rigged" packages to consumers at a greater cost savings, using their own brand of engines, of course. From an internal perspective, OMC has leaned-out its marketing operations and consolidated these services under their Waukegan, Illinois facility. These moves, coupled with some extensive product revisions and enhancements for '88, indicate that the OMC folks are pretty serious about defending their market share against the likes of Brunswick (Mercury, Mariner and Force), and the Oriental invasion, which by the way, we will cover in detail next week. So enough with the introduction, let's get on with the review.

Evinrude/Johnson: A call to Evinrude Marketing Manager Tom Anderson confirmed a detail that many of us had suspected all along: that the only difference between a Johnson and an Evinrude is merely the tint of the paint and the logo on the outboard's fiberglass hood. As such, we'll be looking at these two distribution organizations with a singular focus for 1988, since both offer the identical 108 model lineup in 40 horsepower categories.

Big news for the big V-block outboards is that Johnson and Evinrude have expanded the cubic inch displacement on all V4, V6 and V8 loop-charged mills. The 120/140 hp V4 powerheads grow from a 1.8 liter displacement (110 c.i.d.) to 2.0 liters (122 c.i.d.); the 200/225 hp V6s expand from 2.7 liters (165 c.i.d.) to 3.0 liters (183 c.i.d.); and the top-of-the-line 275/300 hp V8s surge from 3.6 liters (220 c.i.d.) to 4.0 liters (244 c.i.d.). This transformation was made possible by increasing the cylinder bore from 3.5 to 3.685 inches, thus boosting the internal volume and bumping up the displacement specs.

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Unaffected by this change are the cross-charged 150 and 175 horsepower V6s and the 90 and 110 hp V4s. The net effect of this revision is improved acceleration and smoother idling.

A new high-tech two-part electronic management system is standard issue on all V-block loopers for this year. Part #1 is "QuikStart," an electronic timing advance system that increase idle speed by automatically advancing the spark until engine temperature is up to normal operating range. This eliminates the need to work the fast idle lever on your control box or pump the primer as the engine warms up. Warm engines are also restarted more easily, because the QuikStart system increases the idle speed for approximately five seconds to ensure stable running before returning the motor to normal idle RPMs.

The second half of the engine management system is "S.L.O.W.," an acronym for Speed Limiting Overheat Warning. The S.L.O.W. function is part of a new electronic program in the ignition system that senses engine overheating, most commonly caused by a water intake screen clogged with weeds, plastic bags or other debris. In addition to sounding the overheat warning horn, the S.L.O.W. system reacts by automatically limiting engine speed to 2500 RPM. When the engine has cooled to normal temperature, the horn will deactivate its warning alarm. The S.L.O.W. function may also be reset by restarting the motor.

Yet another nuance for the majority of V-block Evinrude and Johnson outboards for 1988 is a new-and-improved counter-rotating gearcase. Although counter-rotating outboards were introduced last season on the 225 and 275 hp models, they featured the unique arrangement of having the engines rotate in opposite directions, causing some logistical nightmares down the road due to having to manufacture and stock right-handed motors parts vs. left-handed parts, etc. This year life has been made much simpler by keeping the engine's rotation standard and achieving the counter-rotation feature in the gearcase, similar to competitive designs. The new C/R gearcase has been developed around the standard V6 and V8 lower unit. In the counter-rotating gearcase, the reverse gear now becomes the forward gear and vice versa. The C/R option will be offered on 25" shaft length 300, 275, 225, 200, 150 and 140 hp outboards. As an interesting aside, the 140 hp XL-shaft V4 looper will incorporate a heavy duty V6 lower unit with a modified gear ratio both in the standard and counter-rotation models. The OMC engineers have also designed a new dual binnacle control to complement those who opt for a counter-rotating twin engine rig. It's ergonomically designed for comfortable one-hand operation. Both power trim switches are integrated into the left-hand throttle/shift lever, and there's even

a single emergency ignition cut-off switch that shuts down both motors in the event of unforeseen problems.

Factoring-in some firsthand experience regarding the new counter-rotating mills from OMC, I was able to test a twin 1988 140 hp C/R setup a few weeks ago down in Tampa, Florida on a new Seawolf 22 CC. The increase in the displacement from 110 to 122 cubes has turned this formerly mild-mannered V4 into a real fire-breathing animal. Performance with the Seawolf's variable deadrise hull combined with the twin 140 Evinrudes was exhilarating, even on one engine with the other tilted out of the way. This motor is definitely hotter than the prior season's V4s that I've reviewed. Look for the details in The Fisherman's Boats for Anglers column in a few weeks.

Stalwarts of the commercial trade, both the Evinrude Super Series and the Johnson Commercial outboards have gotten a new paint job for 1988, along with some attractive graphics. Both organizations offer a stable of six outboards, ranging from 25 through 155 horsepower, that are just the ticket for baymen, pinhookers and other professional types who put their engines through a six day a week torture test during the season. Heavy duty parts, stainless steel fasteners, oversized gearcases, and extra sacrificial zinc anodes make these some of the toughest and most reliable outboards on the market, designed for those who make their living in saltwater.

Other revisions for 1988 include an upgraded VRO 2 oil injection system that features internal components that are resistant to the use of alcohol extended fuels, plus a low oil and no oil warning alarm; a new one piece in-line fuel filter is now standard on all outboards from 40 hp through the big V8s; all motors from 90 hp through 150 hp incorporate a new 1/2 wave water cooled rectifier which allows for the use of maintenance-free batteries; and a standard control box now comes stock with every 48 and 88 hp Spl. outboard. OMC's 1+2 extended warranty protection plan is offered as an option on all Evinrude and Johnson outboards.

OMC Sea Drive: As a totally integrated, two-cycle marine power system designed for full-transom, outside-the-boat mounting, OMC Sea Drive units still appeal as the power of choice for many of those boaters and fishermen who desire bracket-mounted outboards. New for '88 are three revised Sea Drive units that share the identical improvements experienced by their first cousins.

According to OMC Sea Drive Public Relations Manager, Ron Kuykendall, a new 2.0 liter 140 hp V4 Sea Drive replaces last season's 1.8 liter unit; a 3.0 liter 225 hp V6 Sea Drive replaces the old 2.7 Sea Drive; and a new 4.0 liter 275 hp V8 unit supplants 1987's 3.6 liter model. While the prop-rated horsepower levels remain unchanged, the displacement of these loop-charged engines has increased by expanding the bore dimensions of each cylinder. The net result is more torque on the low end for improved response and better idling. The 2.0 liter Sea Drive also features a heftier V6 gearcase and uses a V6 prop for more bite and better torque-handling capability. The 115 hp cross-charged 1.6 liter V4 remains in the 1988 lineup relatively unchanged.

The three new Sea Drives (2.0, 3.0, 4.0 liter) also incorporate OMC's new engine mangement system, featuring "QuikStart" for effortless cold weather starts and warm engine restarts, as well as S.L.O.W., short for Speed Limiting Overheat Warning, that lowers the Sea Drive's revs to 2500 RPMs in case of an obstruction clogging the water intake.

Still standard on the 3.0 and 4.0 liter Sea Drives is OMC's exclusive power-assisted hydraulic steering, which makes docking and maneuvering a breeze. A 35 amp Top Charge Alternator is also standard on all Sea Drives, which enables boaters to keep batteries charged at peak levels, even under the heavy loads of today's multiple electronics offshore rigs.

Next week, we'll examine in fine detail the latest offerings from the land of the rising sun; so tune in to week #3 to see what Yamaha, Suzuki, Nissan and Tohatsu have in store for 1988.

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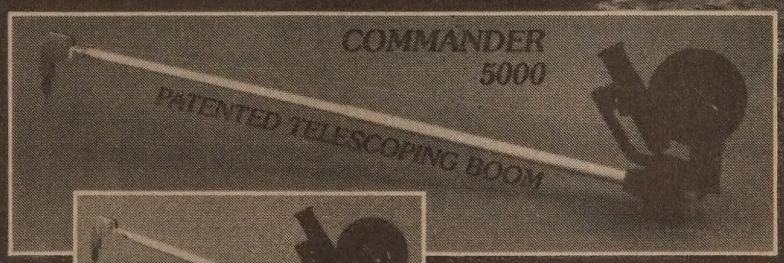

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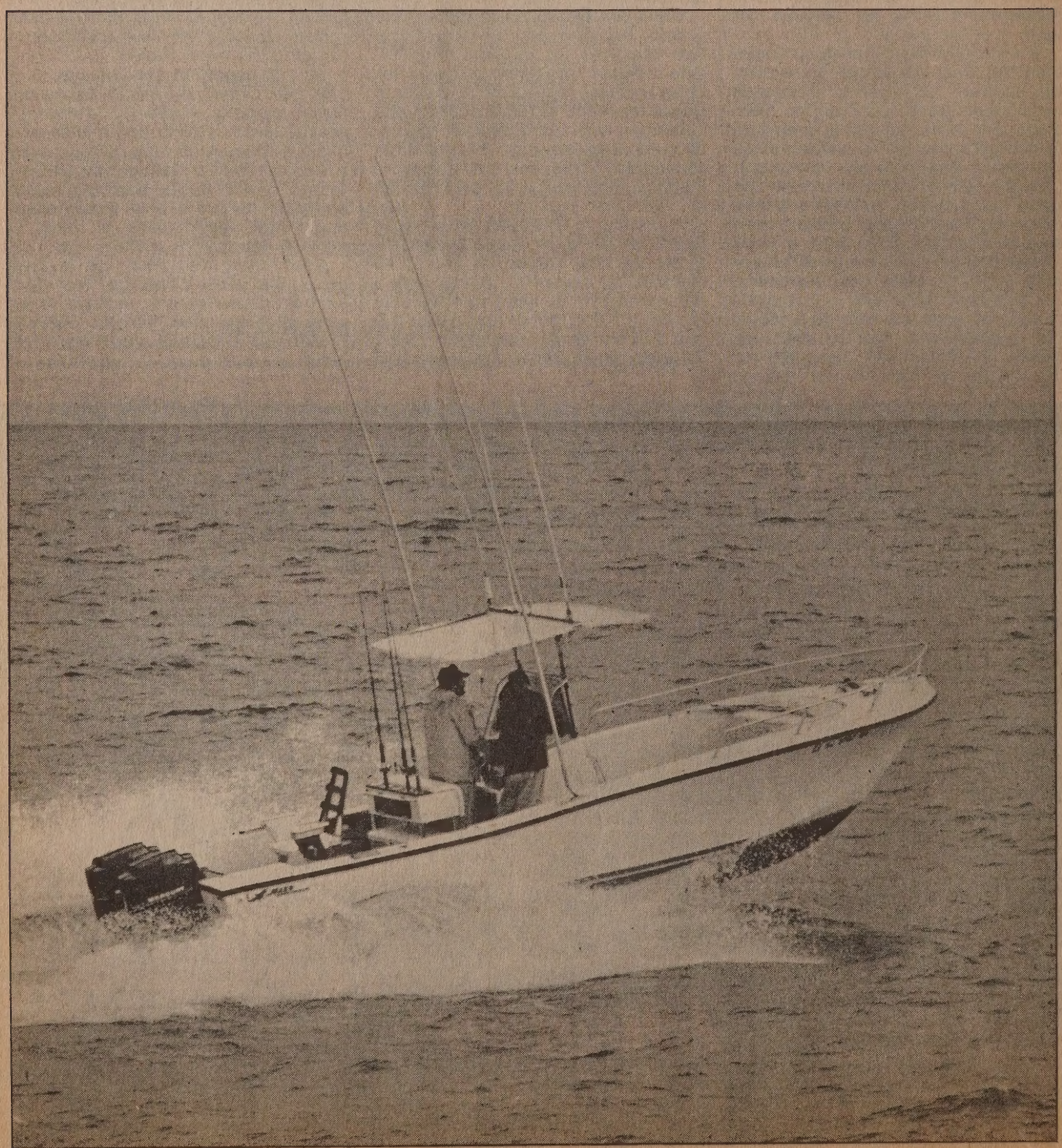
TRIM UP

For Better Performance

By Pete Barrett



It wasn't too many years ago that most boaters thought trim tabs were the remedy for curing a bad riding boat. A pair of stainless steel tabs hung on the transom often got comments like, "She rides that bad, huh?" or perhaps there was no comment at all, just a shake of the head as a boater passed by the slip where a tab equipped boat was docked.

I felt that way too, until about ten years ago when I met Blake Bennett at the New York Boat Show. Blake is the head man at Bennett Marine, one of the leading manufacturers of trim tabs. At the time I was running a 23 Mako center console with a modified vee. On most days she ran great, but get the seas up to 4 feet or more and the throttle had to be eased way back. Running into a stiff head sea was worse. I truly liked the boat and its stable trolling and drifting qualities, but I also longed for a deep vee that could slice through those awful seas.

Note the trim tab hydraulic piston at the stern of this offshore rig. Grady White's design team are all fishermen and knew the advantages of tabs in changing sea conditions.

According to Blake I didn't need a deep vee. "I know your boat. In fact, a friend of mine recently bought one and his rides just great. There's a nice sharp entry on that hull but you need a set of trim tabs to keep that bow down and slicing into the seas on those rough days." Okay, it did sound like a pitch, but he talked with such conviction and persuasion that I had to give the tabs a try.

I'm willing to try anything, so before the spring I ordered a set of trim tabs and had them installed before the start of mackerel fishing. I was amazed at the difference. The boat felt like it was a much larger size and even in head seas it ran well enough to keep up with the deep vee boats.

I quickly learned much more about trim tabs. They allowed the captain to shift the running angle to keep the bow down to slice into choppy seas or to let the bow rise on hard, windy days with a bad spray in a cross chop. By running the bow higher allowing the chines and/or strakes to do their job of deflecting spray properly, the hull remained dryer with little or no spray to drench passengers.

With a pair of hefty makos or several yellowfins aboard the tabs added extra lift when there was an imbalance in weight aft. When fishing buddies would stand on one side of the boat to avoid the wind or slight spray the tabs could easily correct the lean from the incorrect weight distribution.

A few years later I became afflicted with that common boating ailment known as Biggerboatitis and I moved up to a 25 Mako. This skiff had a deep vee and in a strong wind it would lean. Even the power of twin outboards would cause the hull to lean. Again, trim tabs corrected the situation.

On the 25 I used more of Blake's advice and went to the largest size tabs I could fit on the transom: a pair of 18 inch wide tabs with a 9 inch deep surface. A slight change in trim tab angle provided dramatic improvement not only in ride, but in fuel economy. My cruising fuel consumption decreased from 14 gallons per hour to 12 gallons per hour.

On a typical sharking trip or 100 miles round trip I save between 6 and 10 gallons of fuel. In a season of 20 some odd shark trips, that saved me nearly 200 gallons of fuel. Add in the savings while running to the canyon a dozen or more times each summer and I saved enough in fuel the first season to pay for the cost of the trim tabs. Those trim tabs actually didn't cost one red cent.

What I've just talked about might, at first glance, appear to be proving the old adage that tabs only correct a bad riding boat, yet that isn't at all true with either of the boats mentioned; nor is it true with other boats I've run in 'Boats for Anglers" columns. In fact, the list of manufacturers who offer trim tabs as factory or dealer installed options is very wide indeed.

Those Makos, and most all manufacturers boats, run absolutely great in calm seas. Their ride, planing angle, diversion of spray and balance are impeccable.

What causes problems with *every* boat is changing sea conditions and changing loading conditions. In a typical ocean with a five foot swell and a 2 to 4 foot sea, there's no way that any manufacturer's hull will ride perfectly. Add a little wind to make the boat lean, add a few fish in the box, a few buddies who sit to one side of the center line and the entire balance of the hull so carefully designed by skilled engineers and boatbuilders is upset. So what else is new? These are typical conditions that we all meet when we go to sea in boats and fish in typical ever-changing weather and sea conditions.

Trim tabs allow the captain to regain a large amount of control over how the hull of his skiff will cut into the water, how it will react to imbalance of loads and pressures from winds and seas.

I'm now running a 32 Topaz with a mild deep vee. I use the tabs constantly to adjust to changing conditions. On the way to the tuna grounds, two buddies may be at one corner of the transom cutting up butterfish. Tabs correct the imbalanced load.

A slight chop causes spray to continually hit the windshield impairing visibility. A touch of the tab switch lifts the windward side of the bow slightly so the chine is lifted a tad higher to help throw spray away from the hull.

Later on the return trip with two-thirds of the fuel gone the bow tends to ride a bit high, especially with several tuna bagged and iced in the cockpit. A touch of the tab switch drops the bow down. Not only is the ride improved because the planing angle is returned to optimum, but I usually gain 50 to 100 RPMs when the boat is correctly planed, so I get more speed and better fuel economy.

A boat hull works something like an airplane wing. As the hull speeds through the water, the combination of air and water sliding under the hull provides lift to get the boat up on

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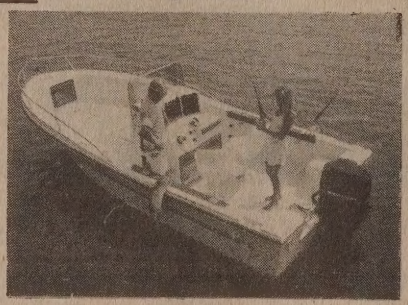

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plane and running with as little water resistance as possible. Add any typical fishing condition like a full fish box, or friends standing to one side in a strong breeze and the boat will ride with a planing angle that is less than optimum.

A pair of trim tabs at the aft edge of the hull can provide just enough lift to correct any of the problems, so long as they aren't too severe. I remember a trip in that 25 with four bigeyes each weighing around 250 pounds. Even maximum tab could not overcome the imbalance of a half ton of fish at the transom!

Most boats tend to wallow, or ride stern heavy, when run at slow cruise speeds since the hull isn't fully up on plane. Handling can be sluggish and fuel economy will suffer. A slight touch of tab will lift the hull at the stern dropping the bow to a better angle. Visibility will be improved along with improved handling. The hull no longer pushes through the water; it tends to slide over it for optimum performance.

Many boaters make the mistake of installing tabs that are too small. The small tabs I had installed on the old 23 required too much down angle to the tab to get maxumum lift when a lot of fish are on board. The hard down angle of the tab actually slowed the boat down by adding drag to the hull.

Blake Bennett set me straight the next time I talked to him about installing tabs on the then new 25 footer. "Put the largest size tabs on that you can." he advised. "With only a slight angle to the tab, you will see dramatic results. The slight angle of the tab adds minimal drag so there's no discernible slowdown of the hull speed. In fact, the tabs can even cause the boat to pick up speed by allowing the hull to run at its best attitude."

He was most assuredly right on that one. In fact, I talked to a Fisherman reader who had the identical boat to mine but with the smaller tabs. He complained about a loss of boat speed. I related Bennett's advice, showed him my tabs and after replacing the small 12 inch tabs with a pair of 18s, his performance improved significantly.

Bay fishermen plugging for bass, weakies, drum or blues in the shallow floats gain advantages to using trim tabs, too. Dropping the tab angle hard down will get the boat up on plane in seconds when blasting out of a skinny water flat. The trick here is to begin taking the tab off as soon as the boat begins to raise up on plane so the bow doesn't dig in too hard. Just like on larger oceangoing boats, smaller bay boats can also trim up to adjust for wind spray, imbalanced loads and choppy water.

Rather than correcting a bad riding boat, trim tabs bring out the best handling qualities of any boat, large or small. Smart boaters know the value of trim tabs and use them to advantage to gain a softer, dryer ride and increased fuel economy.

THE Fisherman

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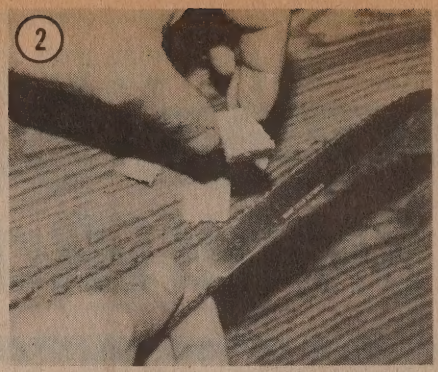
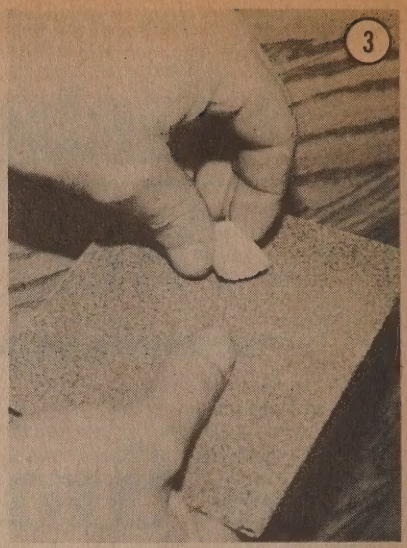
New York, New York ..... February 4 - February 7

Long Island Boat Show, Nassau Coliseum
Uniondale, New York ..... February 13 - February 21

World Fishing & Outdoor, Rockland Community College
Suffern, New York ..... March 2 - March 6





How To:

Salty Popping

1. The poppers and the lobster pot floats from which they originated.
2. Cutting out the rough shape with an ordinary kitchen knife.
3. Finishing the head with medium grit sandpaper.
4. Tying in the tail feathers.
5. A hackle is added to increase the action.
6. The foam head is cut halfway through and epoxied in place.
7. When the glue has dried, the cup shape of the head is formed by using a hot piece of steel which melts the foam.
8. The finished popper is painted with a quality enamel.

Bugs

By Fred Laager

When I started fly fishing in the briny a few years ago, I thought that all the popping flies I had tied would be no match for the likes of striped bass, bluefish and weakfish. I fantasized that years from then I would be sitting by the fire with my son, holding up a beautiful balsa wood popper to the light and saying something like, "I caught 30 monster blues on this baby in the spring of '82." Little did I know at the time how foolish my assumptions were as to the durability of my creations.

The first poppers I tied for my excursions in the surf were beautiful, well-lacquered pieces of art. They were streamlined and double-wrapped with the tails placed just so. Meticulously painted with exacting attention to detail, these flies were awesome to behold and I couldn't help but sitting back on occasion just to admire my handiwork. I remember taking the six or seven lures I had created and lining them up on a piece of cork and thinking to myself how gorgeous they would look against the jaw of a large weakfish or bass.

Unfortunately, it only took the bluefish a couple of seconds to unmake them. My first poppers came back to me savagely bitten in half, the wooden head sliding up the leader and the feathered tail looking like some road-killed bird on a rainy day.

"All that work," I thought, "the hours of sanding and carving the head, the painting, the tying and the sitting back and admiring. Was it all for nothing? Was it worth the effort to create such masterpieces just to have them dismembered by a voracious bluefish that only cares about eating and has no appreciation of fine art?"

Clearly, I was facing a dilemma. Should I give up fishing with flies or should I go on letting my creations be destroyed? For awhile I didn't know what to do, but I resolved not to give up fly fishing. The thrill of the strike and the feel of the beast at the end of the line was too great a feeling to sacrifice. I decided, therefore, to find a way to make my lures quickly and cheaply so that I could treat them as disposable. I had to find a material that was easy to mold, durable and buoyant and relatively cheap. Lucky for me, I found it.

Walking along the beach one fall, I came across a veritable cornucopia of lobster pot buoys that floated ashore during a storm. Suddenly the idea hit me. "Eureka," I shouted into the darkness, "could this be the material I seek for my poppers?" Quickly, I took the harvest of broken and disheveled floats home with me and went to work at my bench tying, sanding, carving and painting until, some two hours later, I had created a half dozen poppers in the time it used to take me to make just one. Then, the very next morning, I took them out to test them. They cast well and floated high on the water. They were cheap to make and they were relatively durable due to their pliability. Here's how to make them.

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MERCURY OUTBOARDS

1987: Looking Back

West End to New York Bight

—Part Two—

By Stu Miller

The offshore season was highlighted by the catch of this 782 pound mako by Artie Hoerning. The huge shark was caught aboard Steve Sherwood's private boat, "Take Care Now."

August: The "month of muggy" saw the Canyon starting to come alive with yellowfin, bigeye tuna, white and blue marlin. There was **a lot** of shark action. Tons of bluefish continued all over the place and a few weaks were caught as well. Best keeper fluke action remained in the ocean off Riis park and at the Channels, to the west. Inside, fat flounder were taken from the deeper, cooler holes. Snappers and BCCs were decent, with scattered catches of pin bass and sand porgies inside. Further into the month, blues continued to dominate the scene. Keeper fluke were culled out of a mess of babies and there was fair flounder activity off the CG Station. A few more scattered weaks, all of which took live bunker at the two main bridges. Loads of snappers and BCCs, while some yellowfin tuna were caught offshore along with white marlin and makos. Week #3 had continued super day and night blues. Keeper fluke stayed on the picky side—same on the flounder. Sand porgies and small sea bass took hold in more numbers in the bay, but BCCs remained spotty. Bunker and snappers were around on the inside in abundance. Yellowfin remained a good item from the Tower to the Canyon. Heavy short bass action inside at the bridges by clam chummers, day or night. August ended with blues still numero uno. Inshore and offshore wrecks were alive with blacks and sea bass. Tuna was just fair, but showed promise. Many were sighted as close as 15 miles off the beach. Inside fluke stayed picky on keepers. Fair to good large flounder catches were made in the cool deeps, along with blacks and small sea bass. Snappers were still there in droves, but BCCs remained very sparse. Very slim weakfish catches were had, with bunker working best on the ones that were taken.

September: As fall approached, there was a noticeable upswing in the fluking, with more and larger keepers caught, both inside and outside. The swarms of small sea bass, sand porgies and mixed blacks were active at most of the bridges. Flounder bounced back to life with the cooling waters, but the weakfish stayed very low key. Snappers were great in numbers, but blues kept top honors for the week, still hot, day and night. Yellowfin tuna were caught here and there in the deeps, with no particular pattern, apparently moving around chasing bait. In general, a very active period. This was followed by heavy shots of tuna at the Virginia Wreck and Mud Hole West. There was also a huge pick-up in the fall blackfishing at the local bridges. Blues remained phenomenal all over. Fluke improved considerably keeper-wise and the flounder action perked up quite a bit, especially off the CG Station. Snappers stayed abundant, while the crabbing finally turned fair to good at the docks and piers. There were good mixed catches of stripers, blues and even some weakfish at the bridges

day and night on bunker. Deeper into the month found the fall flounder a-building, as fluke sizes and keeper ratios got better inside and in the ocean. Good yellowfin catches at inshore and offshore wrecks. The blues continued pure dynamite everywhere you looked. Loads of snappers and strong BCC activity. Great short bass action at the bridges for clam chummers, while the mixed bags inside were strong. A snowstorm hit Thursday of the last week in September, but prior to that, things were rosy. Blues had continued strong. Inside and on the wrecks, there were good fall mixed bags caught, with blacks taking top billing, followed by sea bass. Snappers were big and plentiful, but BCCs were spotty. The fluke keeper ratio eased higher, while the Virginia and the Rockpile had tuna prior to the snow, wind and rain.

October began with flounder on the picky side, with catches supplemented by sea bass, porgies, blacks, kings, blows, an occasional fluke and bluefish. Some very good jumbo fluking was had to the west as they migrated outward. Day and night blues continued very good for the most part. Offshore quieted down but there were still plenty of shortie stripers falling to clam chum at the bridges and in State Channel. Snappers stayed strong. The following week consisted of just a few fishable days and nights, with wind and rain doing its dirty work. However, giant blues continued blitzing the entire length of Reynolds and Sloop Channels, from Jones to Zachs Bay, blues to 20 lbs. inside! They were chasing bunker and readily hit bunker baits and others as well. Flounder were fair, along with sea bass and porgies. Weakfish catches increased and were mixed in with blues. Blackfish were great at all the bridges, reefs and rockpiles, while Canyon and Virginia tuna were sporadic. Snappers and BCCs remained steady. The following week was no better weatherwise, with wind and rain and an occasional nice day. Nevertheless, many people and boats sailed and catches were good whether on the inside or on the deeper water wrecks and most areas in-between. Blues continued strong outside and also appearing in huge numbers in all the back areas, creeks, channels, etc. Bay rats also had excellent mixed bags on flounder, blacks and sea bass. Best of the week was the blackfishing at Big M and W3. The Rockaway jetties also yielded some super blackfish catches. Soon after the weather straightened out, with more awesome bluefishing at the bridges and offshore wrecks. The inside mixed bags were decent, but the awaited fall flounder run never materialized. BCCs were taken heavily in traps and snappers finally departed. There were still huge hordes of big blues inside under the bunker schools and great blues just outside the inlets. Some bigeye, longfin and bluefin tuna at the Canyon and offshore wrecks.

As October drew to a close, blackfishing was super-hot at the bridges. The flounder run was still in the wings and was no more than a pick. Inshore and offshore wrecks yielded big blacks and sea bass. Blues remained great, red hot at Cholera. Plenty of blues still inside also. The best BCC hauls were made during this week, while some early season cod were caught on various wrecks, a taste of the good winter cod season which DID materialize. Tuna action continued on the longfins at Hudson Canyon.

November: This month started off strong in and offshore. Bluefin tuna have been obliging at Mud Hole West, with bigeye and longfin albacore making their presence known as the Canyon. Blues remained hot with some trophy sized bass taken on bunker and trolled spoons. Flounder were going from good to very good, while blacks were strong on in and offshore wrecks, with lots of 4 to 5 lbers., plus some sea bass and porgies mixed in. BCCs provided a lot of activity in any deep water inside, the best yet of the season. With colder weather slow in coming, the next week found flounder action picky with just occasional good catches. Blackfishing went fair to good at bridges, jetties and the wrecks. Blues offshore couldn't have been any better. Cod were picked on the offshore wrecks, with the party boats starting to hang out the cod signs. Tuna continued to be taken out to Hudson Canyon. Week #3 had blues and blacks leading the way, with the biggest kind being caught. Flounder, probably due to the still high water temperatures, continued fair, at best. Cod, pollock and hake and some dogfish were on the deeper wrecks. Striped bass took a slide. November closed bitter cold and blustery, and many anglers stayed off the water, even off the party boats. Those who did put in the effort and reached for the long johns, had a good crack at some decent sized cod and some excellent blackfishing. Lots of blues and even a few sea bass were around also.

December: 1987's final month began with rain, wind and very unstable sea conditions, to say the least. Fishing inside was still a pick at best on flounder. The blues finally said farewell, with the waters getting cold. Boats looking for cod made decent catches, even though the water temps were a little high for the winter kings on the wrecks. No real doggie problem. Also a good item was the blackfishing on wrecks and at the 17 Fathom Bank. By mid-month, we had more wind, cold and lumpy sea conditions. The best action of the week continued to be the cod and blacks. Flatties stayed picky to fair and it must be said that a true strong fall flounder run hadn't developed.

There it is: another year under our belts, another roll of film in the can. Did you get your share of the fish? We hope so. In any case, spring's just a few short weeks away and let's take another swing at it then.

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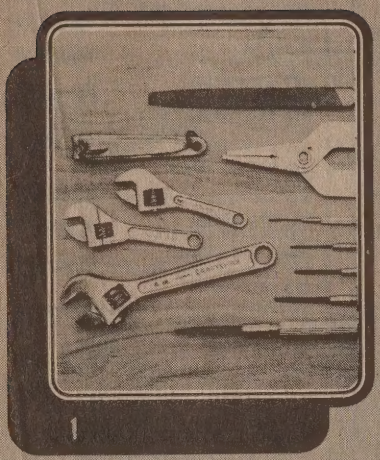
Basic Reel Repair: Baitcasting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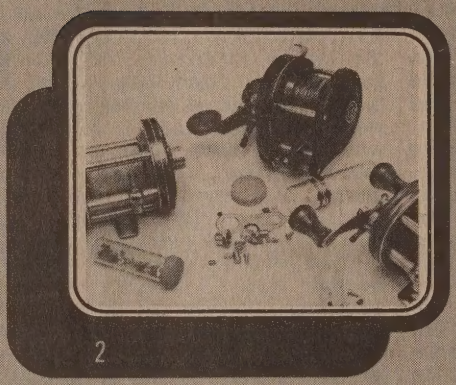
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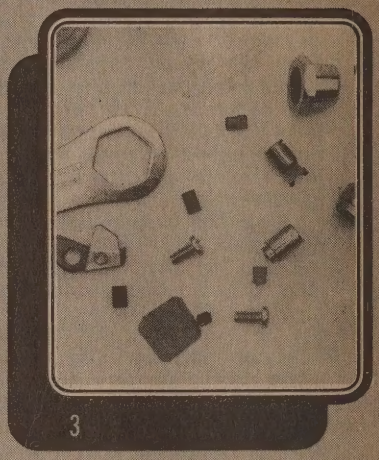
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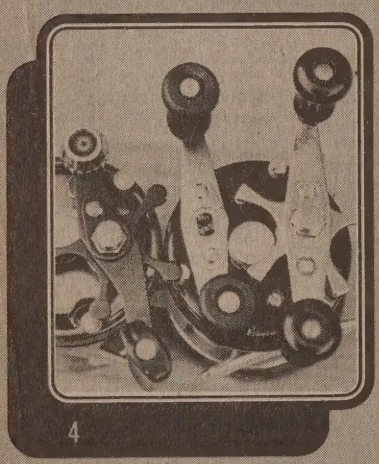
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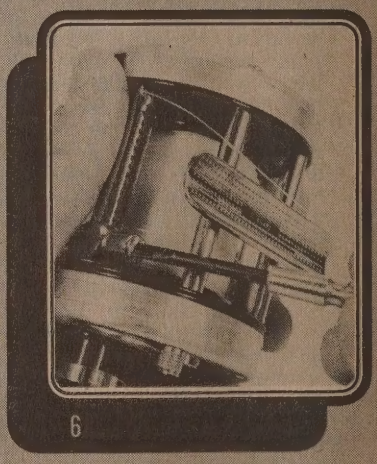
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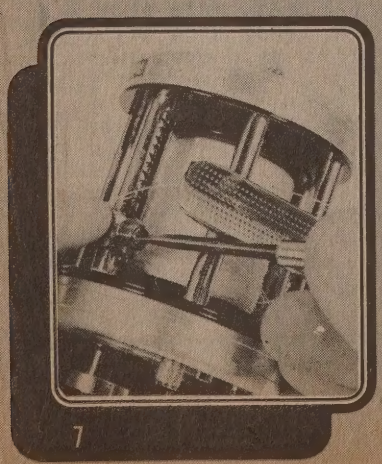
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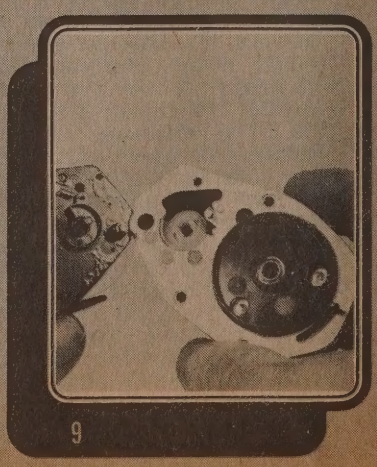
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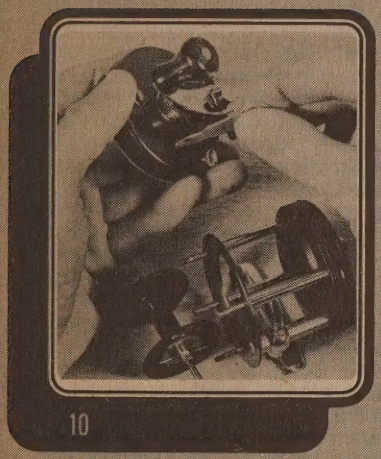
Part Two

C. Boyd Pfeiffer



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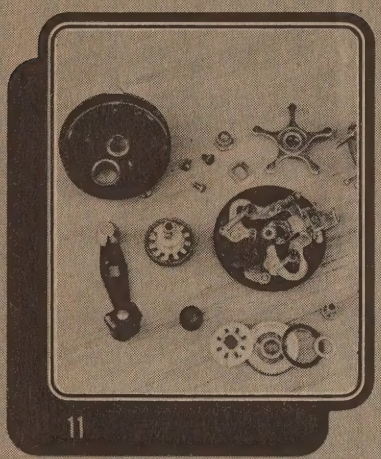

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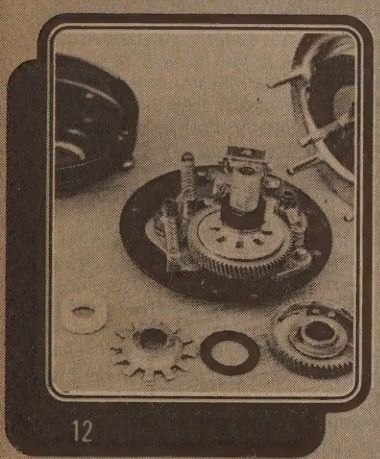

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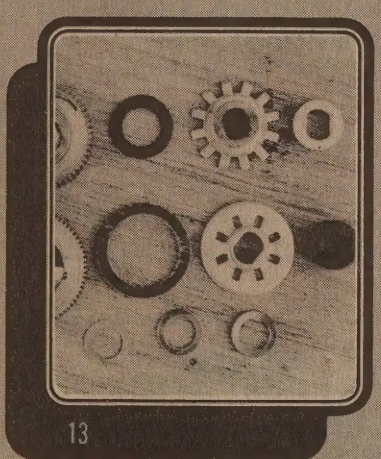

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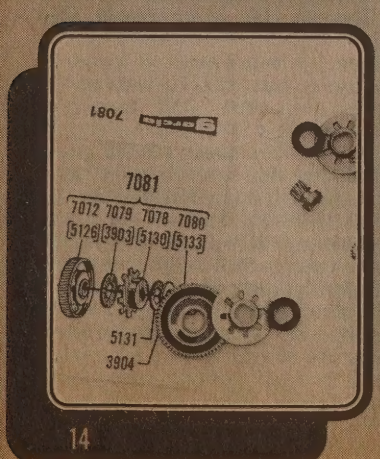

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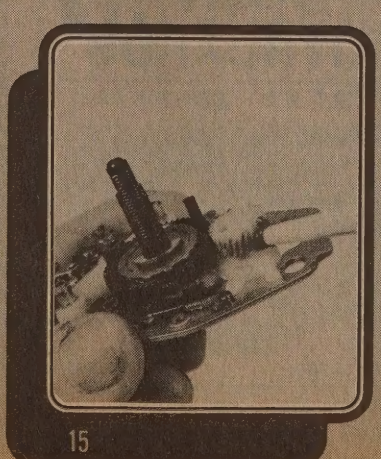

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1. Typical tools for repairing casting reels can include small wrenches and screwdrivers as shown or the reel tool that comes with each reel.
2. Several casting reels shown with the small bottles of reel parts that are included with the reel. Parts includes are those that wear fastest, such as pawls.
3. Close-up for reel tool, dogs, pawls, shims and screws included as spare parts with one reel.
4. Extra handles, both from the manufacturer and from independent makers, are available for most reels.
5. Removal of handle for replacement or to get into the right side plate, is first accomplished by removal of screw on handle nut plate.
6. Removal of level wind pawl nut (line guide nut) to check or replace pawl.
7. Screwdriver pointing to pawl.
8. Example of level wind pawl. Note tooth-like part that travels in level wind worm gear.
9. Removal of side plate to expose parts for removal of level wind worm gear or to get into main gear, pinion gear and drag on right side plate.
10. Removing screws to open side plate. Also, the handle must be removed.
11. Exposed parts of typical casting reels, including the gearing, side plate, drag and drag washers, star drag wheel, handle, etc.
12. Same as above, close-up view. No handle shown.
13. Example of parts from two different casting reels, showing similarities. Left to right: main gear, drag washer, hard drag washer, spacing sleeve. Foreground are additional spacing washers and spring washers.
14. Typical replacement gearing systems for a casting reel. Most replacement parts like these also indicate replacement order and instructions.
15. Oiling and greasing of reel gears is important when checking, cleaning or replacing them.

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smoothly under the harshest conditions for long periods of time.

Despite the high performance level built into modern reels by tackle manufacturers, parts of them do sometimes wear or break and require replacement. In fact, some manufacturers supply common replacement parts for their reels, usually contained in a small tube or plastic bag that can be carried in any tackle box.

Parts that require replacement and checking are usually the level wind pawl, the level wind worm gear, the main gear, pinion gear and the drag washers. Handles sometimes become bent and require replacement. In addition to manufacturers' replacement handles, handles of different sizes and types from independent manufacturers can be interchanged with most reels.

While the guts of a reel or a schematic drawing in a reel manual might seem formidable, such replacements are easy to accomplish if taken one step at a time.

Pawls are the easiest to replace and among those parts most likely to wear out. Pawls on most casting reels are held in place with a small cap on the bottom of the level wind bars that ride back and forth across the worm gearing to track and lay down the line. Use a small wrench or the tool supplied with the reel to remove this cap in a counterclockwise direction and carefully lift out the pawl.

This pawl is a small cylinder with a curved tooth on the inside end that tracks the level wind mechanism. Check this for wear. If worn, or if the level wind is causing a problem, lightly oil a new pawl and replace in the same cavity. Make sure that the elongated tooth of the pawl lines up with the grooves on the worm gear. To check this, hold the pawl in place with your finger and turn the handle to track the level wind slightly. Then replace the cap and properly lube the level wind with grease or a manufacturer recommended lubricant.

The worm gear on the level wind is much less subject to wear, but in time will require replacement. To do this, first remove the pawl as above. Next, you'll have to refer to your reel manual since some worm gears are removed from the right side, some from the left. Remove the apppropriate side plate and any small catches or plates that hold the worm gear in place. In some cases, you have to remove the attached gear that turns the worm drive by means of the gearing attached to the handle shaft. (Some gears run from the left side on right hand drive reels with a gear turned as the spool is turned.) Remove the worm gear, replace it with a new one, fasten it is place and re-attach the side plate.

Handle replacement is easy when a handle becomes bent or if you wish to add a short or long shaft handle. Such handles are available from the manufacturer or from optional equipment manufacturers such as Gator Grip. To do this, use a screwdriver to first remove the handle nut plate on the

surface of the handle blade. Then use a wrench or reel tool to loosen and remove the handle nut.

To completely remove the handle, it is also necessary to remove a small retaining ring, or handle nut retainer. Slip this off, but be very careful since it is spring-loaded and is easily lost. Once this is removed, lift off the handle, replace it and re-attach with the retaining ring, nut and handle nut plate.

Replacing the main or pinion gearing is more complex, but still not difficult. First, remove the handle as above. Then remove the side plate (usually the right side plate, although on some reels by Zebco and Ryobi the thumb knobs remove the left side plate and the right side plate must still be removed by screws). This side plate comes off in a unit containing the main gear, pinion gear, drag and free spool mechanism.

Once this is open, use care to lift off the main gear assembly and remove the drag washers, spacers and other parts. Take care to keep these in order for reassembly. One way to do this is to place them, in order, in an egg carton or biscuit tin. Then remove the gear, slip on a new gear and reassemble the other parts.

The same procedure is used to remove and replace the drag washers, only removal of the gear assembly is not necessary. In this case, just slide the drag washers and parts off the main gear shaft and replace any worn drag washers or parts.

Replacing the small pinion gear is not difficult and does not involve the above. For this replacement, push in the free spool button, so that the pinion gear "kicks out" from the main gear. Then it can be easily slid off of the forked plate holding it and removed. Replace with a new pinion gear and carefully turn the handle shaft to kick the pinion gear back into place and in mesh with the main gear.

Finally, grease the main and pinion gears. Do NOT just add a blob of grease to one part of the gear and count on the turning gears to distribute the grease. They won't and the blob of grease can migrate to other parts. Instead, use a toothpick or awl and add a very small drop of grease to each tooth of the main gear and pinion gear.

Reassemble the other parts, add the side plate and re-attach the handle as above. Make sure that the drag is backed off to avoid deforming the soft drag washers and the reel is ready for the coming season.

Note: The above is based upon, and some photos are from, *Tackle Care*, a new book by C. Boyd Pfeiffer, 1987, 151 pages, $9.95, Nick Lyons Books. For more information, contact Nick Lyons Books, 31 West 21st Street, New York, NY 10010; (212) 620-9580. Autographed copies are available from the author for $11, including shipping and handling. Order from C. Boyd Pfeiffer, 14303 Robcaste Rd., Phoenix, MD 21131. Make checks payable to Boyd Pfeiffer.

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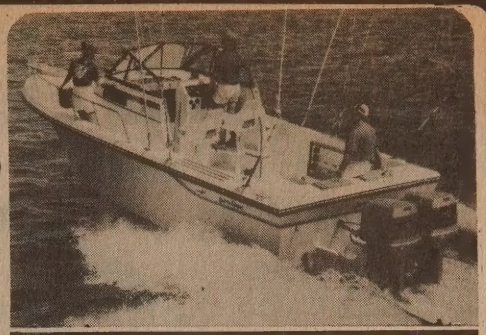

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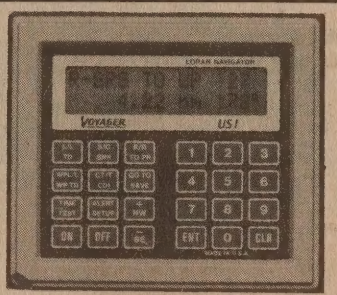

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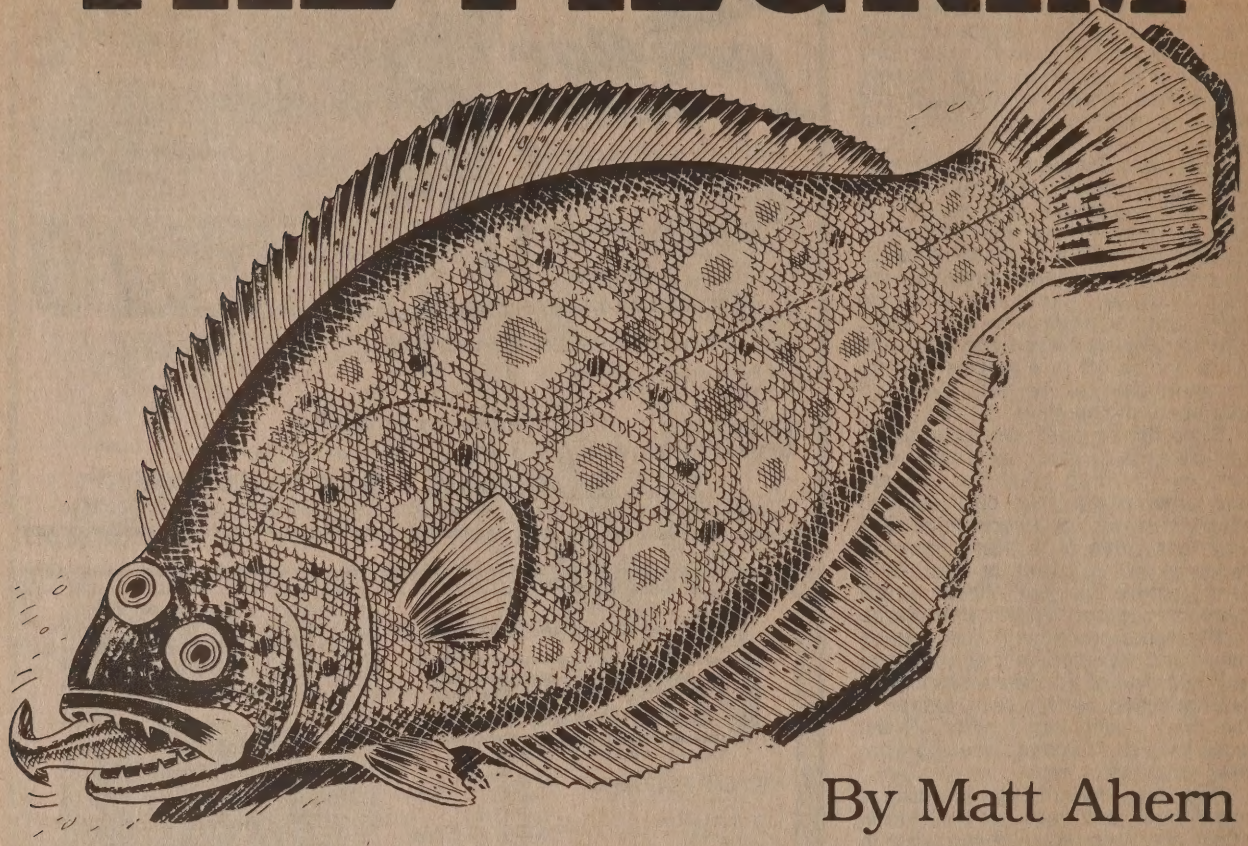


By Matt Ahern

Johnny Nelson was a young man, no more than 25, and as he stepped aboard the silent party boat in the predawn gloom, he glanced about, unaware of what to expect. He was first on board. Except for the gentle lap of wavelets against the vessel's hull and the whispered flight of a night bird, there was no sound. He experienced a moment of bewilderment, as if he'd stepped into an alien world.

As advised by those few fishermen he knew, Johnny made his way to the port corner of the stern and tied his borrowed rod to the rail. He then place his gear beside it. Now all he needed to do was wait.

As he explored the vessel, he felt a slight chill. He regretted not heeding wifely advice and wished he'd worn a heavier jacket. But a cup of steaming hot Thermos coffee would take care of that—and when the July sun cleared the horizon in all its midsummer glory, he knew everything would be right with his world.

His attention was drawn to the sweeping headlights of an approaching car, and as the vehicle turned into the parking lot, its lights dimmed and went out. He heard the muffled closing of a car door. Confident footfalls grated on the graveled walk, and through the gloom Johnny sensed rather than saw the appearance of a fellow fisherman.

"Good morning, young feller," greeted the elderly newcomer as he stepped aboard. "You're sure an early bird. Been here long?"

Johnny felt a sense of relief; he was thankful for the stranger's company. "Good morning," he replied. "About a half-hour, I guess."

"yes, sir, young feller—you are are an early bird. Where you fishing?"

"The stern. That's the best spot—or so I'm told."

"Good spot," replied the stranger. "That's where I'm fishing too."

It was then when Johnny felt a twinge of embarrassment. "Look," he said, "maybe I better move my gear. I don't want to interfere. This is my first trip and I don't know a blamed thing about fishing. In fact, I'm not even sure what we're going for; although," he added, "when I borrowed this tackle, my friend said most likely it would be for fluke."

"Your friend was right. So; you're a pilgrim, eh? Well, don't worry about a thing, kid. Stay where you are; you'll be okay. I'll be fishing close by, so if you have any questions... My name's Smitty. What's yours?"

Johnny told him.

"Say—you know, Johnny, it's damned chilly; always is this time of morning. Let's have some coffee."

Johnny appreciated the stranger's congeniality, and as their conversation continued, he felt he'd known this particular fisherman all his life.

As daylight brightened the eastern sky, more and more cars entered the parking lot, and fishermen came aboard in increasing numbers. Johnny became aware of much camaraderie and good nature as long-time friends greeted each other with heartfelt welcome. From the bow came a burst of spontaneous, raucous laughter. And with it, Johnny felt an exquisite thrill of contentment course through his being. How long, he asked himself, how long has this been going on? He felt cheated. Damn! He would have been part of this life ten years ago, if only he had known. Well, he consoled himself, better late than never.

Just then the skipper stepped aboard and entered the wheelhouse. Johnny was astonished. "Say, Smitty, is that the captain? He's not much older than I am."

"He's the skippper, all right. Damned good fisherman, too. Don't let his age fool you. Age has nothing to do with it; experience is what counts in the fishing game. His father is a party boat skipper and his grandfather before him. If there are fish to

be found, this is the lad who'll find them."

Sailing time was 6:30, and exactly to the minute, the party boat backed into the stream. On board were 30 passengers. Johnny was an inquisitive soul, but he busied himself with the rigging instructions of his newfound friend.

Smitty handed Johnny a five ounce sinker and said: "The mate's coming to collect the fare. His name's Carl. Nice kid. Now, you don't have to go in the pool unless you want to. But it's only fair to tell you pilgrims seldom win the pool first time out. But it's up to you. Someone will win, and who knows..."

But Johnny was game. Might as well go the whole hog. Carl took his fare, gave him a pool ticket and said: "You need any help today, just sing out. Or ask Smitty, here." The boy leaned close to Johnny. "I taught him all he knows. But keep it to yourself."

Some twenty minutes later the party boat cleared the inlet and entered the open sea.

"We should have good fishing today," Smitty said. "There's just enough wind for a good drift. I like a day when the drift is moderate: not too fast, not too slow. You'll see what I mean later when the tide turns to outgoing. This breeze will freshen then, and there'll be tough fishing. My advice is to get in as much fishing as possible before that happens. Now, here's what you do..."

It was then that Johnny realized he was indeed fortunate to meet a fisherman like Smitty. To Johnny, it seemed there wasn't a thing this fellow didn't know about fluke fishing. No matter what questions Johnny asked, Smitty's replies were always to the point. "You follow my lead, Johnny. Do exactly as I do, and we'll see what happens."

A half-mile off an ocean beach, the party boat slowed. Its engines idled for several moments, then were shut down. Smitty picked up his rod. "Okay, Johnny; this is it. Let's fish. Put your reel in free spool the way I showed you. Keep a little pressure on the spool with your thumb; otherwise you'll get a backlash. When you feel the sinker hit bottom, put the reel in gear. Like this. And remember—keep that strip of squid skipping along the bottom. You've got to keep that bait hopping. Try it."

Johnny felt his sinker thump bottom. He put the reel into gear and began to jig. The boat's drift was offshore into deeper water and because of this, Johnny's sinker soon lost touch with the bottom.

"Let some line out, Johnny. Your bait's got to be on bottom. That's it. I know it's hard to do sometimes, especially in the beginning. But you've got to develop a feel for the bottom. It'll be second nature after awhile. You'll see."

There came a flurry of action from the bow and several fluke were lifted over the rail. Smitty caught a throwback and the fisherman to Johnny's left brought in a fair-sized fish. Johnny waited. He was having less difficulty now keeping the sinker on bottom. He was learning, he told himself. Slowly but surely, perhaps; but he was learning.

Then he felt it! A sudden weight. Give the fish time, Smitty had said. Don't be in a hurry. Johnny slowly counted to three and struck back. The rod bowed with weight, and Johnny hooked his first fluke. He carefully reeled the struggling fish to the surface and lifted it over the rail. An easy two pounds.

"Good for you, kid," Smitty said. "Watch those teeth when you unhook him. That's it. Now put on fresh bait and get another."

But this second fluke wasn't easy to come by. It took the better part of an hour to do it. During that time, Smitty had proven his expertise by taking three fluke, plus numerous throwbacks. But Johnny didn't mind. He was having a grand time. Johnny's second fluke was a mate to his first—and his joy knew no bounds.

It was then when the "lines up" signal was given. "I think I know where we're headed," Smitty said, as he poured himself a cup of coffee. "Down the beach a little way and inshore a bit, there's a sunken barge. It's always good for one or two good sized fish. As yet, we haven't seen a big fish today, so any fluke that comes from that barge will probably win the pool. Coffee?"

A half hour later, Johnny marvelled at the accuracy of Smitty's prediction. The pool fish—a good 5 pounds—did indeed come from the barge; but neither he nor Smitty caught it. And also as Smitty had predicted, the tidal change, coupled with increasing wind, brought a much too fast drift for Johnny to continue fishing. All too soon the three-whistle "going-home" signal sounded. But Johnny didn't mind. He'd caught three nice fluke, which, he had to admit to himself, was better than he hoped for.

"You know, Smitty," Johnny said, as they sat in the cabin drinking coffee, "if it weren't for you, I don't think I would have caught those three fluke. Because of your kindness, and I'm thanking you right now, III know what to do next time."

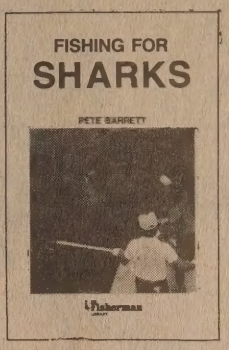
"Well, that's good, kid," Smitty said. "But I'll tell you something. for any beginner, fishing is never easy; and don't let anyone tell you different. You're lucky. You've got a long life of fishing ahead of you, and I think the easiest way to learn the ropes is to go party boat fishing."

"I'm sure you're right," Johnny agreed. "I do think, though, that it isn't so much being easy and all that—you can bet it wasn't easy for me to catch those 3 fluke—but for my money, when it comes to learning how, I'd say party boat fishing is the only way."

Smitty nodded his head. "You know, Johnny, I think maybe you're right. Yes; maybe you are at that. Anyway, let's have some coffee."

FISHING FOR SHARKS

BY PETE BARRETT



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Travel Log

By Al Ristori

Grouper, once very abundant on the reefs, have declined in numbers due to a proliferation of fish traps.

Located out in the Atlantic, some 508 miles east of Cape Hatteras, is a land consisting of a mere 21 square miles. A substantial population resides in that tiny area without despoiling the waters or ruining the image of a semi-tropical paradise, and Bermuda certainly rates with the best when it comes to light tackle fishing.

Actually, Bermuda's main claim to fame is the excellent chumming for a species we've come to take almost for granted: the yellowfin tuna. Furthermore, yellowfin there are usually much smaller than those which can be found in the Mud Hole off the North Jersey coast or on grounds 10 to 20 miles off Montauk and Block Island—not to mention those caught in the canyons. Nevertheless, Bermudians have learned to make the most of their fishery by using light tackle on yellowfin we'd be wrestling in with heavy gear.

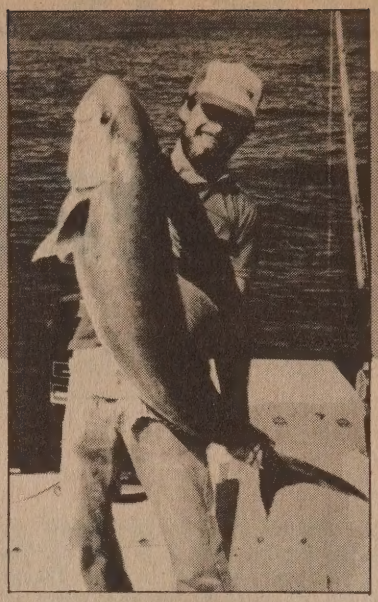
Bermuda's offshore fishery is concentrated on two large banks. The famous Challenger Bank is about 15 miles to the southwest, while Argus Bank is another 10 miles offshore. Both are over 150 feet deep and drop off into great depths. Charter boats anchor on the edges and use chum to attract oceanic species close to the boat in crystal clear waters.

On a typical day, a charter boat will start the long run from port shortly after dawn. After clearing the reef, trolling lines are put out in hopes of hooking a wahoo, blue marlin or the occasional dolphin. Upon arriving at the bank to be fished, the selection of a spot to anchor becomes critical, as wind and current will determine where the skipper can fish.

After getting set, the next procedure is to spread some chum that will be swept off into the depths. The little tunny is as abundant here as it is off our shores in late summer, though the Bermudians call it "mackerel." Since most Americans know it only by such misnomers as "false albacore" and "bonito," I suppose we can't fault our friends for their error. In any case, the oily little tunny makes excellent chum and is cut up into tiny pieces to be mixed with fry to form the chum slick. Sand is also kept aboard, and the chum is mixed with it to sink the scent when the current is strong.

Baits aren't fancy. Indeed, a piece of little tunny, ocean robin or even

Bermuda



marlin will do as well as the fry. The trick is to drift the bait back as naturally as possible in the slick. There's rarely a lack of action in the slick, but the little tunny (which average only two to three pounds) and pound-size ocean robins can literally eat you up. Should that be the case, a move is advisable.

When the yellowfin do arrive, there's no mistaking their charges through the chum slick or the boils left when they grab a chunk near the surface. Most will run from about 10 to 40 pounds, though larger yellowfin frequently are caught. A 6/0 hook is used on 50 pound leader, but most of the local fish with 12 pound or even lighter tackle. I used light stand-up tackle on my last trip and found that it was more enjoyable (as well as more efficient) to use on the small yellowfins than the long trolling rods employed by the Bermudians. The stand-up revolution hadn't hit Bermuda as yet, and local anglers were surprised to find that my "heavy" tackle was lighter in weight than the 12 pound trolling outfits they were struggling with in a stand-up fishery.

A unique method of catching those yellowfins involved casting a lure into the end of the slick. When Captain Allen DeSilva first did that, I thought it was a shot in the dark. My concept of lures for tuna involves those which can be retrieved at high speed. I didn't think they'd take a lure that couldn't be retrieved that fast, but DeSilva was throwing a double-lipped 54 Mirrolure. I made a cast with DeSilva's spinning rod and was amazed when a yellowfin hit that splasher before I even had a chance to engage the bail and move it!

There's a lot more than just yellowfin to be caught in these slicks. The colorful rainbow runner is often abundant, and they hit both bait and lures. I even hooked them on pencil poppers. Most of the runners range from 5 to 10 pounds and they're good fighters. There are also larger fish about. Wahoo frequently come in to cut off a hooked fish and may stay around long enough for you to get the rest of the victim to them on a wire leader. Dusky sharks are common and a jig dropped to bottom may produce some interesting fish. I came up with a 16½ pound Nassau grouper plus monkey rockfish (yellowmouth grouper) mulefish and even a moray eel.

The biggest amberjack in the world are caught in Bermuda, though that's specialized fishing. Local skippers told me that the fishing wasn't what it used to be, but the current world record of 155 lbs. 10 oz. was taken as recently as 1981.

Blue marlin fishing is good, and getting better, in Bermuda waters. Most are caught on the way out to the banks or on the return, but more anglers are chartering specifically for trolling every year. Blues of over 700 pounds are taken every summer, and the island record is 1130 pounds.

Reef fishing for groupers and yellowtail snappers used to be very good, but has taken a beating from too many fish traps. The formerly abundant Nassau grouper is now quite scarce, but there is still some interesting inshore fishing to be had. Bonefish are a common catch, though most are taken on a native worm rather than on lures. Tarpon are available, though only one had been caught on rod and reel as of 1986. Yet commercial fishermen have accounted for about 100 on handlines while seeking other species or watching the tarpon feed on scraps as the commercials clean fish on the reef.

I made an attempt for tarpon with DeSilva on an evening when we were blown out, but the silver kings that had been arriving everyday when a certain trap boat cleaned fish suddenly didn't show up. Nevertheless, I had some fun bottom fishing...and caught the biggest pinfish I've ever seen. Pinfish are small fish which make one of the best live baits for tarpon, but this one weighed 1 lb. 6 oz. More or less as a joke, I completed all the forms and entered it as a world record. I may not have caught any huge yellowfin, wahoo or rainbow runners while in Bermuda, but I did put it on the map as "Pinfish Capitol of the World."

Bermuda is no winter paradise for fishermen. The weather is windy and cool, and local fishermen work in deep water for groupers and snappers. May is the real beginning of sport fishing with a wahoo run, followed by the yellowfin fishing. Blue marlin start in June but are best in the summer. Good fishing continues through the November wahoo run.

Quite a few charter boats are available at various points around the island. I fished with Captain Allen DeSilva and co-owner Dean Jones on the Mako 3 (Mako Charters, P.O. Box 124, Hamilton, Bermuda; 1-809-29-53530) and on Captain Rudy Richardson's Royal Blue (Robinson's Marina, Somerset, Bermuda; 1-809-4-1913). A good contact about general fishing conditions is Danny Fox at P.O. Box 1516, Hamilton 5, Bermuda. General fishing and accommodations info is available from Richard Calderon, Dept. of Informational Services, 113 Front St., Hamilton, Bermuda. A fine video on this fishery is "Bermuda's Yellowfin Tuna," which can be ordered from the Salt Water Sportsman Video Library, 186 Lincoln Ave., Boston, MA 02111 for $49.95.

Do-It-Yourself

Beach Buggy

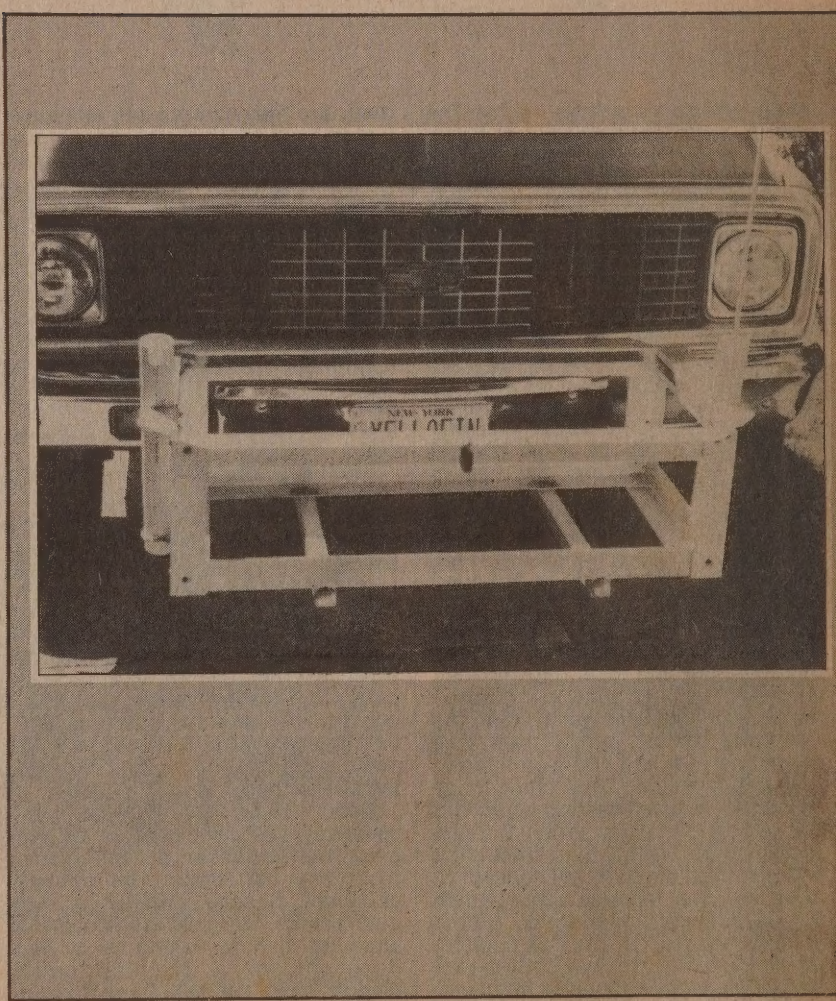
This will be a three-part series on making a cradle for your cooler to be attached to the front of your beach vehicle. I'm sure you've seen them on four wheel drive vehicles. I'll get into the reasons why you'd want one in a minute, but first I have to explain the title.

Many of you who fish from the beach know Steve Petri, and others who have never had the pleasure of meeting him, know of him through articles, his work in various clubs and his designs. In addition to being a damn good fisherman and a very likeable guy, Steve (I'd better say Steve Senior so I don't confuse him with his good-fishing son Steve Jr.) is very mechanically inclined. Over the years I know of many convenience designs for small boat and beach buggy that have come out of the mind of this man.

When I got a buggy several years ago, I wanted to put a cooler rack on the front. I investigated and found I could buy it from Hamburger in New Jersey, but then found out that the cooler I had already bought, the Gott 120, didn't have a corresponding professionally made rack to match. Friends told me about several local artisans who made super-duper models, and when I looked at them they sure did look terrific, but there was about a year wait for one, and the other guy's price tag was out of my league.

Then I remembered that the reason I bought the Gott cooler was that Steve Petri had recommended it. He thought it was very well insulated, and he especially liked the split top so that a fisherman could open only half the top to get a piece of bait and avoid flooding the entire chamber with warm air, rain, sunshine, etc.

So I called Steve up and made arrangements to visit him with pencil and pad for drawings and notes. What I'm about to share with you are Steve's ideas, concepts, and suggestions. I want to thank him for permission to write this article in order to share with you what I consider to be a darn good cooler cradle. Some of its most important features include great strength, non-rusting materials, light weight and easy on-off attachment and removal. It isn't hard to make, either. At first glance it may look complicated, but don't be intimidated; once you get started things will go well, believe me.



Now, I'll give you the design and directions for a cradle to be used with

Cooler Rack

Part One — By William A. Muller

Materials:
Twenty 1"x1/4" brass bolts (with nuts)
Four 2"x1/4" stainless steel bolts
12" of 2" steel box
70" of 1½" steel box
Four 40"x2" aluminum angle
Four 22"x2" aluminum angle
Four 12"x2" aluminum angle
One 3"x1/4" stainless steel bolt (with nut)
10 feet cork tape

Aluminum and steel materials can be purchased from metal supply companies, some hardware stores, or welding supply stores. Check the Yellow Pages.

The total cost of materials was about $150. I could have gotten away with less expense if I had shopped around, and by purchasing narrower steel and aluminum. Also, cost will vary according to the cradle size you construct.

the Gott 120, but remember, you can modify the dimensions for any sized cooler you may have.

The design calls for aluminum angle, stainless steel or brass bolts and nuts, steel box angle iron, and a few tidbits here and there that we'll get to. However, before we get to the meat of things, let's take a look at why you'd want to bother to make one.

Lots of beach buggy fishermen make do without a front bumper mounted cooler. They keep a cooler of one size or another in the rear of the buggy for holding bait and/or storing fish. Other anglers make do with a heavy duty plastic bag or two. There is no doubt that a front mounted cooler isn't necessary. However, few items we use are essential. About the only things we can't do without are a rod, reel, and a few lures. However, many beach fishermen like to minimize the hassle and confusion that comes with fast fishing, to say nothing of promoting comfort: which is probably one of the reasons for getting a buggy in the first place.

A cooler in the rear of the vehicle isn't as convenient as one outside. Every time you "go to the well" for a piece of bait or a new lure, you bring with you dirt, sand and fish slime. A front mounted cooler keeps all unwanted materials out of your buggy. You will also find that ice will keep better in a cooler outside the vehicle without the negative effects of your heater; and in the fall that can be a big difference.

In a Gott cooler you have a tray on one side that allows you to keep a few lures, rigs and sinkers handy, and that will save trips into the vehicle. In other words, you are able to work exclusively outside the vehicle while fishing, and that is a significant convenience. Just think, the rain doesn't pour in every time you open the door or hatch because you don't have to open them.

A very big plus for having the exterior cooler involves a place to store foul weather tops and waders that may be wet and/or slimy, which offers the opportunit to wash them off with a hose at home and keep the interior of your vehicle drier and more sweet smelling.

Finally, but not least, the fisherman saves a lot of space. The bigger the cooler, the more space is saved! That's important is the family comes along fishing from time to time, or if the vehicle is not used exclusively for fishing, but for family activities, too. Saved space also means more room for lures, clothing and accessories.

The design is, as you can see from the accompanying drawing, simple. It is a rectangle with inside dimensions of 40 inches long, 19 inches wide and 12½ inches high. These dimensions are for a Gott 120, as stated, and that means the top of the cooler is a few inches above the top level of aluminum. This is important so that the cradle doesn't interfere with opening and closing the cooler.

There are aluminum angles of different sizes to choose from. I selected the 2 inch angle because I wanted the rack to be very strong. This theme is repeated throughout the design.

I bolted my aluminum angle together with brass bolts. I have had no problems with the brass bolts after three years, but a few mechanically inclined type people have suggested that stainless steel bolts would have been a better choice. I have had no problems, so you'll have to make up your mind which way to go.

The receivers are two inch box steel. These can be either bolted to the frame, or welded to it. I found a local welder to do the job and opted for the permanence and strength of good welding. Let me point out that you can also get your aluminum cradle pieces welded together with a special welding procedure for aluminum called Heliarc aluminum welding. The insertion tubes were also box steel of 1½ inches so that this smaller box can slide into the two inch steel box on the truck. The 1½ inch steel sleeve can be bolted to the aluminum cradle. I used stainless steel bolts for this. Next week we'll discuss the construction.

STUCK ON

During the months when the water temperatures range anywhere from 35 to 55 degrees, the Salmon and Oswego Rivers take in what Lake Ontario will send them. In this case, it's big spawning steelhead and king salmon. And one of the best ways to get in on some exclusive action is to drift fish from a 14 to 16 foot flat bottomed boat.

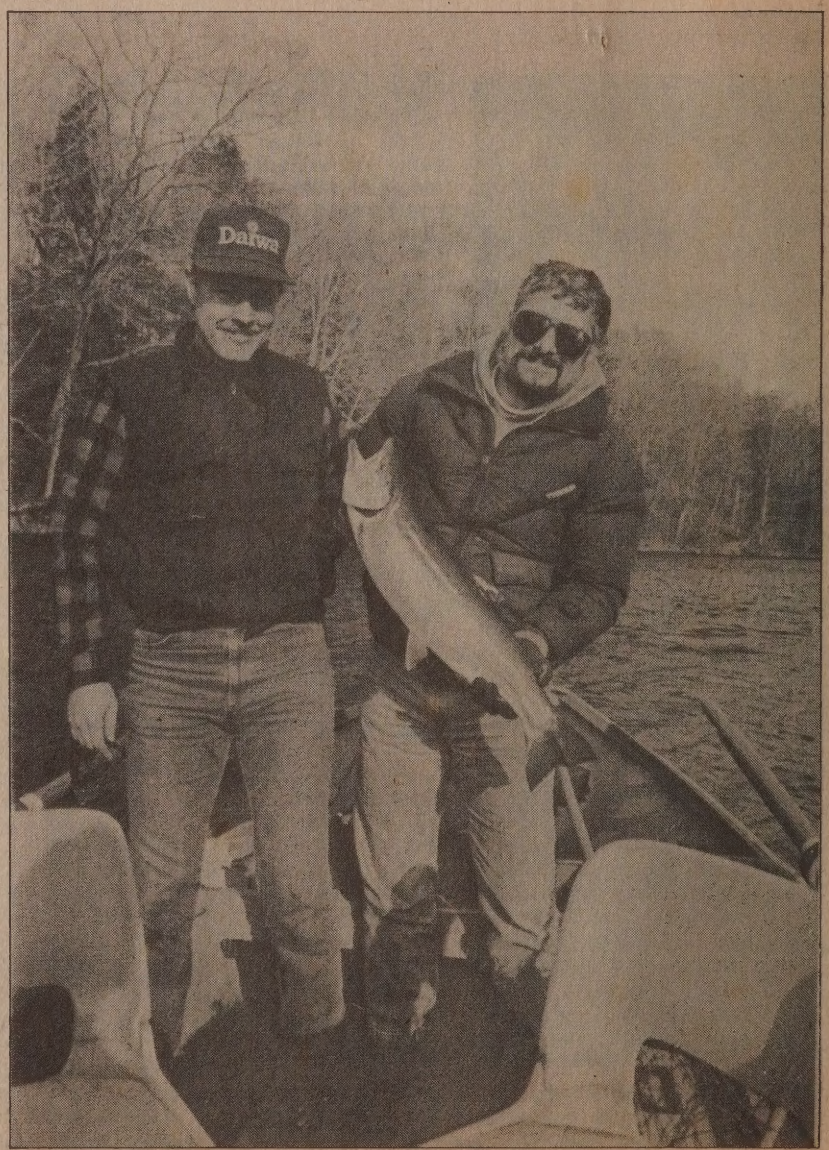
These flat bottom skiffs, combined with the skill of an experienced guide, are able to negotiate even the shallowest of rapids while moving in on some of the finest fishing spots each river has to offer. The design of these boats is amazing. They are wide-beamed with a broad, flat but slightly bellied bottom. This design is such that it allows the guide to paddle upstream against the current with minimal effort. Most of the time, though, the guide will hold the boat in the currents just before promising looking pools as the anglers await the strike of a steelhead on the popular "Hotshot" lures. If one particular hole does not produce, then the anglers and guide drift down to the next pool. On a typical outing the anglers will get a chance to fish about 5 miles of prime river pools while sitting comfortably in the bow of the boat. Try covering that much territory in one day in waders.

A recent trip up to these now famous rivers brought us into some excellent fishing even though the "peak" part of the season had just past. In two days of fishing, 12 steelhead ranging from 5 to 16 pounds, two native rainbow of about 5 pounds each, plus one king salmon of 26 plus pounds were brought to the boat. One of the main reasons for our success was procuring the services of fishing guide Lloyd Perkins. Lloyd is one of the 30 or so guides who can take you out on the river in one of their flat bottomed skiffs. Based on the way he got us into fish when others were not doing as well showed us that he is also one of the best.

Getting hooked on this type of fishing is simple. After all, the first steelhead that hit a hot pink Hotshot #35 lure bolted out of the water in an effort to throw the plug. Next it blazed over to the far side of the pool and then headed for the rapids. Two long power runs followed until it grudgingly came alongside the boat. The party was not yet over either because one look at our ugly faces sent this 12 pounder off to the races one more time. My pulse rate was racing with every foot of line that played quickly off the spool.

It was easy to see that the anglers wading from the shoreline were not catching as many fish. This does not mean that shoreline fishing isn't productive, just that it is tougher to get at and land the hard-fighting, monster salmonoids that are found in these rivers.

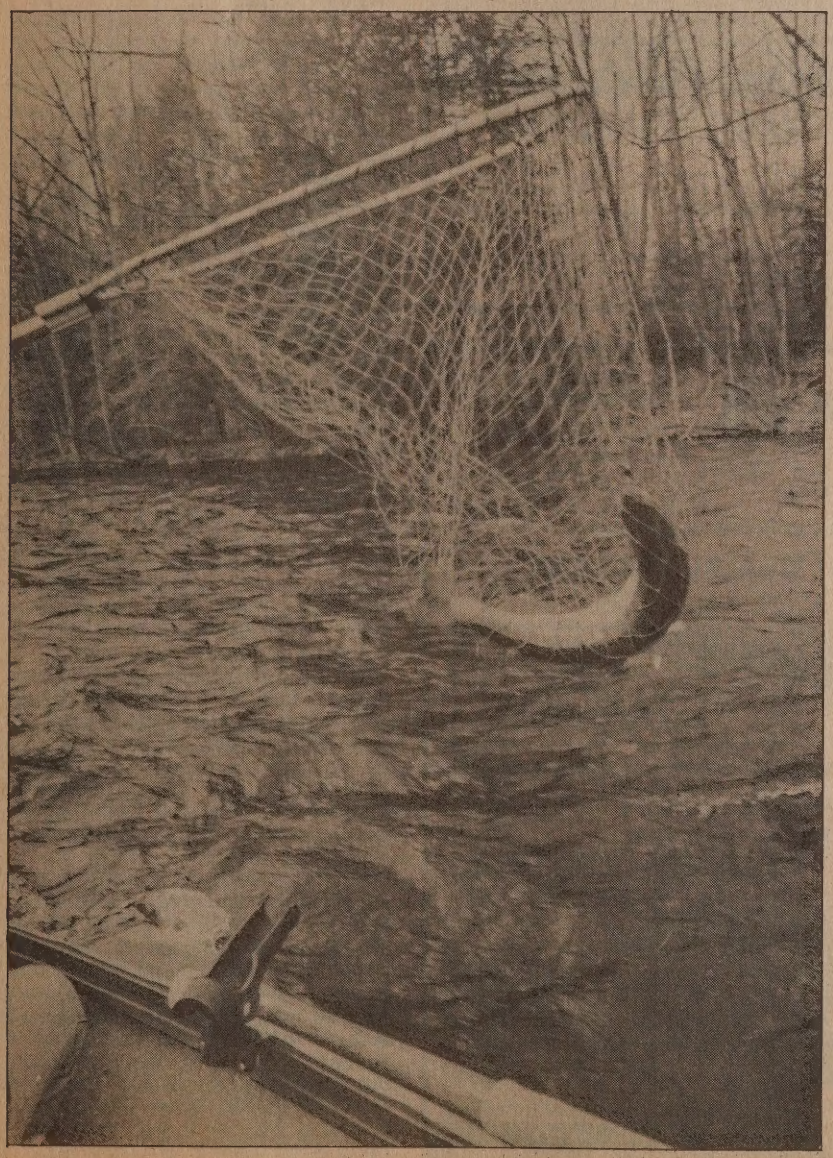
The banks of the Oswego and Sal-



National Advertising Manager Gary Caputi with one of the "average" size river steelheads. Guide Lloyd Perkins looks on.

STEELIES

BY KEN FREEL



A "smaller" native rainbow is netted from the Salmon River.

mon Rivers present the land-based angler with a variety of difficult problems. Both rivers have many prime pools that just cannot be fished from the shoreline due to steep banks, pools too far away and water too deep to wade through, plus dense underbrush. When you drift from a boat you not only get to enjoy the scenery, but these obstacles no longer exist for you.

Fishing techniques are different, too. Most of the wading anglers will use egg sacs made of bunched up salmon and trout eggs. These are enveloped within a fine net thread usually blue or red in color. Color can make a difference and during this particular trip, blue threaded egg sacs were producing more fish for the shoreline angler than the red thread sacs. The sacs are attached to the leader with a size 4 or 5 salmon egg hook.

Spinning reels were the predominant type used by the shoreline fisherman. The best reels are those that are light action with good line capacity and smooth, durable drags. The reasons are easy enough to see. The first is that these fish are bigger than your normal, local water trout. This means that they will take line and use the river's currents to their advantage whenever possible. The drag cannot be one that slips every now and then because a little slack can mean a lost trophy. Since a lot of line may disappear fast, you should look for a reel that will hold around 75 yards of 8 pound test. Bring along a quality spinning reel for these waters because it will be tested to its limit.

Shoreline anglers use rods 10 feet long with a very limber tip. In fact, the whole rod is limber and are aptly referred to as "Noodle" sticks. The leverage afforded by such rods, plus the combination of the flexible tip helps to soften the terrifically strong runs of the healthy spawning steelhead.

One of the major mistakes that most anglers using egg sacs make is the use of leaders that are too heavy. Guide Lloyd Perkins said that more people would hook into fish if they'd switch to a 4 pound leader line instead of the more commonly used 6 pound line. Two pound test leaders are not out of the question either.

The tackle and tactics change quite a bit when fishing from a drift boat. The first noticeable difference is the switch from bait to lures. The Luhr Jensen "Hotshot" lures were used exclusively during our trip on the Salmon River. Jointed Rebels and Hotshots were used on the Oswego. The colors ranged from metallic blues and copper to fluorescent orange and hot pink. The most commonly used Hotshot lures were those in the #35 to #40 sizes. The three inch jointed minnow style Rebels worked well too. Rebels could only be used on the Oswego River since these plugs have

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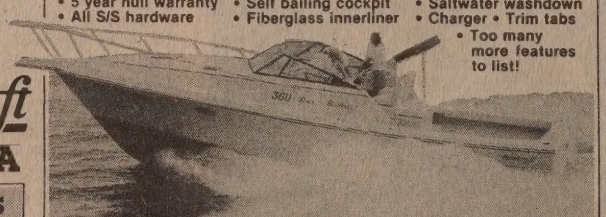

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two treble hooks. Only lures with one treble can be used on the Salmon River.

The idea while using these lures is to make the steelhead mad. We were successful quite a few times. Some steelhead just can't hold their tempers. The fish will hit the lure, not out of hunger, but to protect its territory within the pool where it intends to spawn.

Five rods were fished from the bow being held by rod holders until the fish hits. The river currents allow the lures to "swim" on their own. The three front rods were 8½ foot Daiwa models SKG16C, with medium to light action. These were matched with Daiwa 4 HM Millioniare levelwind baitcasting reels. The two gunnel rods were slightly shorter, being 7½ feet and matched with the same levelwind reels. The guide positions the boat before each productive looking pool and "pushes" the lures through. If the lure is seen and gets too close to one of these fish, you will know it right away. They don't fool around!

The peak seasons for river steelhead and king salmon occur November through mid-December and again in April and May. Fish are caught throughout the year, so don't limit yourself to the peak times only.

Also, it's never too soon to schedule a drift boat trip. The earlier you call, the better your chances of hooking up with one of the fine guides. Guide Lloyd Perkins is one who comes highly recommended as he truly is a gentleman and knows both rivers inside and out. He also cooks up a mean streamside lunch which is included in the $200 charter price. If he is booked, then he'll probably direct you to another experienced guide. To reach Captain Lloyd Perkins, call: (315) 488-2373. Incidentally, there is a motel in Parish, New York that is strategically located between the Salmon and Oswego Rivers, both of which can be reached within 15 minutes. It's the Montclaire Motel. For reservations, call: (315) 625-7100 and ask for Clarence or Paula.

It gets bitter cold up in Oswego County, New York where the Salmon and Oswego Rivers are located. So bring every piece of warm clothing you have and rain gear, too. There are some mild days during the winter months, but they are definitely the exception and not the rule. Dress as warmly as possible.

On the final day of fishing, a 26 lb. king salmon slammed a fluorescent orange Rebel minnow. It took 100 feet of line off the baitcasting reel which gave the angler a slight thumb burn before slowing down ever so slightly. Fifteen minutes later this beauty was brought to boatside, then released. At the same time, a rainbow appeared in the glistening falls of the Oswego as the sun peeked from behind some lingering clouds. It was only fitting because at the end of every rainbow on the Oswego and Salmon Rivers there is a pot of fishing gold fit for a king!

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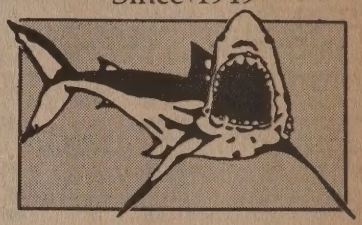

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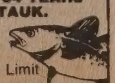

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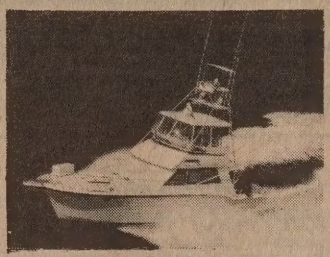

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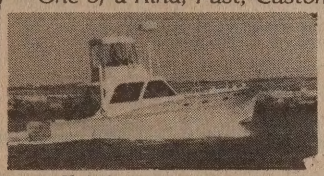

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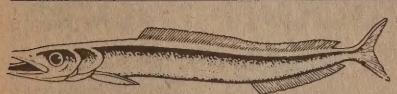

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East End Report

with Fred Golofaro

Cod continue to be the only game in town, with some pretty decent fishing still taking place inshore at Montauk. The south fork remains quiet, with no one even attempting Quogue Canal flounder to the best of our knowledge. Look for this fishing to develop in another few weeks.

MONTAUK

Captain Paul Forsberg of the **Viking Starship** said that quite a few fish were taken over the weekend, but that big crowds kept down individual scores. Saturday's trip accounted for 160 cod. Sunday with over 100 fares aboard, 178 cod came over the rails.

Captain Wayne King, skipper of the charter/open boat **King Wayne** continues to take individual anglers on a reservation basis on Saturdays and Sundays. This weekend saw good fishing at Cartwright with ten anglers accounting for 100 cod to 25 pounds on Saturday. Mike Barnett had 12 cod, including the pool winner. On Sunday under some very tough conditions, 20 fares put away 150 cod from 5 to 10 pounds. Lou Tinto and Doug Drewsen accounted for 15 between them. Pool fish was a 15 lber.

SOUTH FORK

No fishing news from this area, but we are pleased to report that Tom Speckenbach of **Speck's Bait and Tackle** and Thom's lovely wife Robin Blackley were blessed with another child on January 19th. Adam Christopher checked in at a hefty 8.8 pounds. The new addition should keep Thom and Robin busy until the first flounder begins stirring.

South Shore Report

with Fred Golofaro

Codfish fans continue to have a tough go of it this week. The only other action concerned some white perch being taken in local creeks, Here's how things shaped up as a result of our usual round of phone calls.

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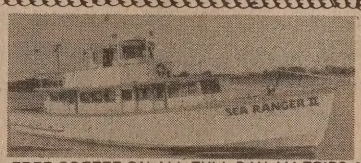

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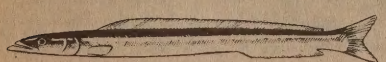

Scott Roland and Billy Anzelone show two of eight tuna they decked aboard the Freeport charter boat, "Nicky B."

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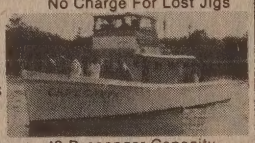

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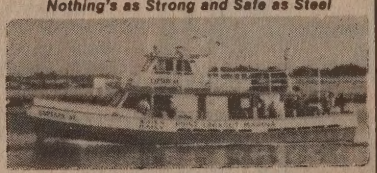

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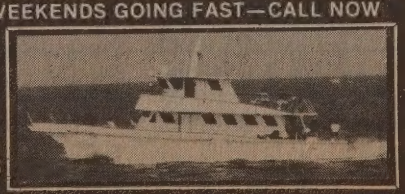

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Rich Miko checked into **J&J Tackle in Patchogue** with a 1¾ lb. perch on Sunday. Rich took the fish on a Mr. Twister Tail and jig, doused with Berkley Strike fish scent from Tuthil's Creek. An interesting side note from Rich concerned a 20 inch striper he took in the same creek about a month ago. He just received word that the tagged fish had originally been taken two years ago in Rhode Island.

Al Flexer of **Al Feather's Jigs** said that he and Tom Wasilewicz teamed up on Sunday and scouted out several of the tidal creeks in the Patchogue area. They wound up putting away eight perch to 1½ pounds. All were taken on 1/16 ounce feather jigs.

Over at **J&R Sport Center in Oakdale,** Dave Canale said the only fishing activity aside from trout fishing has been a few guys trying for perch in the river. On Sunday morning, Rick Kenehan, Bill Herrington and their friend Anthony teamed to take a bunch of perch to a pound on night crawlers.

Kurt Delano of **Islander Canvas Bait and Tackle** reminds readers that the shop is now located on Sunrise Highway in Oakdale. They are planning a grand opening celebration for the end of February-early March. The new location features an expanded tackle department, a marine canvas department and a welding department that will specialize in custom T-tops and arches.

Captain George Tweedy of the Captree open boat **Captain Scotty 3** managed to sail three days this week. Thursday and Saturday saw catches of a dozen cod each day. Sunday the skipper found a wreck and was able to do a fair job with 29 cod coming over the rail. Most of the fish had been in the 5 to 7 pound range, with pool fish in the 15 to 18 pound class. A few throwbacks have been mixed in as well. The boat's special cod pool is now above the $1200 mark.

Captain Speedy Hubert of the **Speedy Fleet** spoke of a few fish on open bottom, but noted that the fishing has been a big disappointment after the good fishing of earlier in the month. The **Speedy VII** managed just four fish on Saturday's trip.

Fred Austin at **Augie's Tackle Shop in Babylon** reminded that the store is open everyday and that hours will be expanded come March 1st. They should have a supply of bait by then also. Frozen clams are it for now. Fred also suggested that offshore anglers not wait until May to have their Internationals serviced. Bring them down now and you'll have them back in plenty of time for the season.

According to Mike Andreani at **Lindenhurst Bait and Tackle** there have been quite a few white perch being picked from the Connetquot River, but nothing in local creeks.

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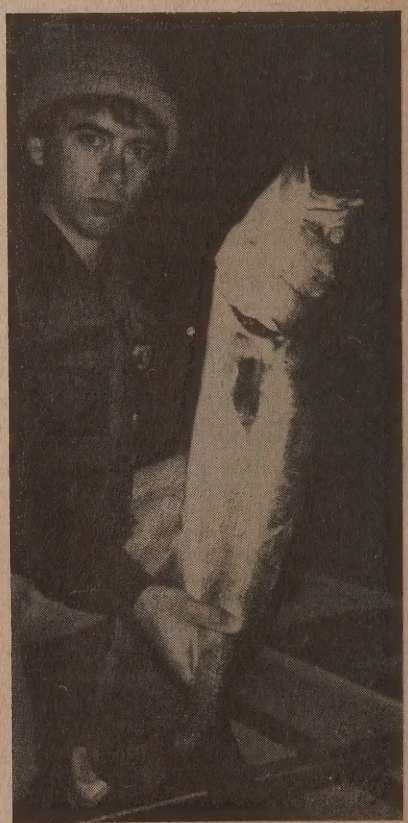
Codfishing remains tough, according to severa customers working the open boats. Rod and reel repairs have been making up most of the activity around the shop.

West End Report

with Stu Miller

Though air temperatures moderated this past week, the waters inhabitated by the winter kings, the tasty cod, have maintained their too low temperatures for the fishing to have picked up from last week. Despite this, the party boats fishing cod did pick some on local and distant wrecks. The fishing was not by any means frantic, but people knew that they had been out codfishing. There were also some catches of blackfish mixed in, good sized tog at that. To a man, the skippers lay the blame on the melt off of the recent big snows and with any luck at all, this weekend's fishing will improve due to the moderating temperatures we've had this past week. Fish taken have been mostly school



Jeff Bollbach caught this 14 lb. blue the hard way. It was taken from a Kayak near the Meadowbrook Bridge in August. Subscriber photo.

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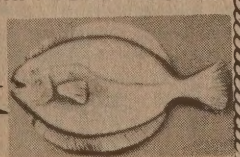

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WEST END BAYS/ JONES INLET

A call from Captain Mike Barnett of the charter boat **Cod Father** tells us that January 23rd's trip for the Tom Fremgen group saw five cod taken to 10 lbs. on open bottom, with slow action due to cold water temps. A trip for Steve Cornetta had three anglers take five more cod plus 10 blackfish for a slow pick in the ice water. Mike says he expects to be fishing cod and for things to be picking up right through April.

Captain Chris Specht, skippering the **Starstream II** out of Freeport called the fishing all this past week on the tough side and with fish running a little smaller than last week. Fish were caught everyday, said Chris and he expects action to return the way it was a few weeks ago, once the water warms up a couple of degrees.

Right across Woodcleft Canal, skipper Jim Lanzaretta of the **Super Spray II** also said that since the snow-storm and its chill melt-off, codfishing has slowed down a lot. Nonetheless, he's been getting a couple of cod on open bottom but most action is still on the wrecks. Twenty cod were taken Saturday, with fish running from rats to 10 pounders and pool fish weighing in at the 20 lb. mark. Jimmy also expects a couple of degrees in the water temperature to make all the difference in the world.

NEW YORK BIGHT

We hear from Captain Butch of the **Zephyr V** that cod and black catches were fair during the week. Fares picked a lot of tog Saturday along with 23 cod and a few ling. Sunday's count was 25 cod to 23 pounds, along with some blackfish up to 10 lbs. It's been a pick, said the skipper but things are holding up and should improve with slightly warmer waters. Areas being worked are 17, BA and a few wrecks. Some of the lumps at 17 are loaded with 1½ to 2 lb. herring.

We hear from the **Betty W IV** that low water temperatures kept the cod-fishing from being decent but fares had a little bit of a break with ling this past week. Whiting are out in 100 fathoms. Fares this week soaked up the good weather and all had some fish to take home and the skipper says as soon as the water temperatures come up three degrees, action will spring to life again.

The Wee Willie report out of **Mike's Tackle** told of some blackfish and cod at 17 fathoms this past week. Some whiting and ling were also taken offshore, the exact whereabouts unknown.

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Surf Report

with Fred Golofaro

Chris Koch took advantage of the recent mild weather to work the Lilco outflow at Northport. Friday night, using Al Feather's white feather tail jigs, he put away eight school bass to 8 pounds. All indications are that there is a good body of stripers settled in to the outflow. Most of the best action has been taking place near the bottom of the tide.

I spoke with Don Musso of Super Strike Lures this weekend. Don reminded that he will be marketing a dynamite new popper which will be set to go for the spring. Made of plastic, this unique plug can also be worked as a surface swimmer.

Also along the line of new surf products, casters who never seem to have enough room in their bag should check out Merrick Tackle's new version of the Bronco bag. This is an oversized bag that will handle the biggest of plugs and can fit anything you want for an extended stint in the suds.

The **Surfcaster** (mail order) is also expanding its product line. Among new items of interest are a heavy duty lure box designed for car or buggy. Also new for this year is a small, five

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Ed Remek took this fine 7.3 lb. fluke off Old Field Point in Long Island Sound back in August. Subscriber photo.

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Freshwater Report

with Fred Golofaro

Dave Canale at **J&R Sports Center in Oakdale** offered some encouragement for trout fans working the Connetquot. He said that he heard of a couple of 2 to 3 lb. class trout taken out of Bubbles this week. He expected some of the activity would switch over to the park which opened this week. Dave added that the did run out of night crawlers on Sunday but will have them back in stock again this Saturday.

Further word on trouting came from Mike Andreani at **Lindenhurst Bait and Tackle.** Mike said that his nephew Lou Florio worked the pool at Bubbles during the early morning hours on Saturday and Sunday. He reported seeing a 5 lb. class brown, a 3 lb. rainbow and quite a few fish in the 10 to 13 inch size range. He himself managed a 1½ lb. brookie.

Al Flexer and Tom Wasilewicz culled several pickerel from Green Creek in Sayville on Sunday. They also worked the stretch of Carman's River to the tune of 3 brown trout in the 14 to 16 inch range. All the action was on Al's Feather Jigs.

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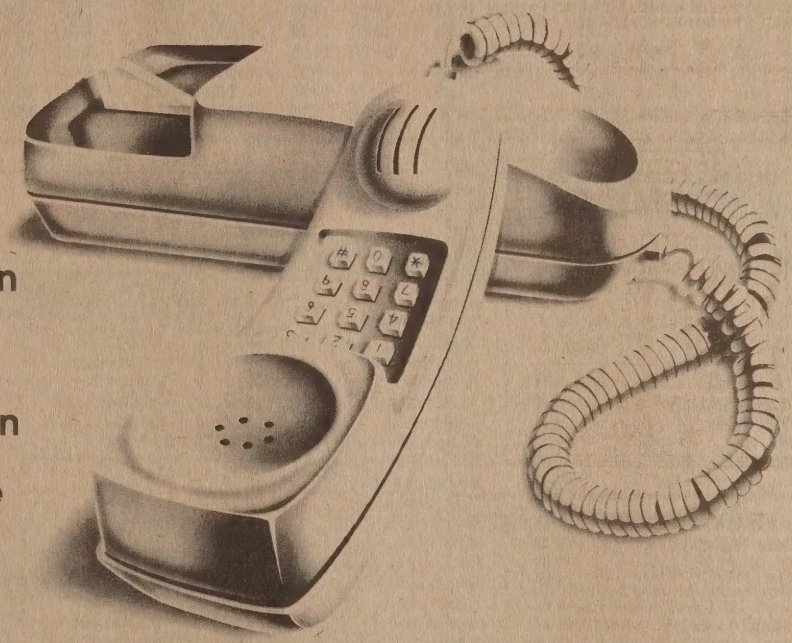

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High Tide Tables

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DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	8:35	9:00	9:30	9:45	9:20	9:45	10:05	10:35	12:15	12:10	12:04	—	8:35	8:55	2/4
FRI.	9:05	9:35	10:00	10:15	9:50	10:15	10:40	11:10	12:25	12:30	12:20	12:35	9:10	9:30	2/5
SAT.	9:40	10:10	10:35	10:55	10:20	10:50	11:20	11:50	12:50	1:00	12:55	1:10	9:50	10:10	2/6
SUN.	10:15	10:45	11:10	11:35	10:50	11:20	11:55	—	1:20	1:40	1:30	1:50	10:25	10:50	2/7
MON.	10:55	11:30	11:50	—	11:20	11:55	12:25	12:40	1:55	2:20	2:10	2:25	11:05	11:30	2/8
TUES.	11:35	—	12:15	12:35	—	12:05	1:10	1:25	2:40	3:05	2:50	3:15	11:50	—	2/9
WED.	12:15	12:20	1:05	1:25	12:35	12:45	2:00	2:25	3:30	4:00	3:40	4:10	12:20	12:45	2/10
THURS.	1:05	1:20	2:00	2:20	1:25	1:45	2:50	3:30	4:20	5:00	4:35	5:10	1:25	1:50	2/11

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	—0 01
Red Bank, Navesink River	+1 48
Long Branch	—0 34
SHARK RIVER INLET	—0 18
Shark River Basin	+0 27
MANASQUAN INLET	—0 12
Seaside Park	—0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	—0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	—0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	—0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	—0 02
Rehobeth Beach	—0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	—0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	—0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	—0 38
Democrat Point	—0 38
Coast Guard Station	—0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	—0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	—0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	—0 07
Mattituck Inlet	+0 05
Horton Point	—0 20
Truman Beach	—0 42
Falkner Island	—0 13
Sachem Head	—0 10
Branford Harbor	—0 07
New Haven Harbor entrance	—0 08
Milford Harbor	—0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	—0 03
Saugatuck River entrance	—0 01
South Norwalk	+0 10
Greens Ledge	—0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	—0 14
Montauk Inlet	—0 25
Montauk Point, north side	—1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	—0 33
Noank, Mystic River ent.	—0 23
THAMES RIVER	
Smith Cove entrance	—0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	—0 10
Execution Light	-0 06
Manhasset Bay	—0 01
Hempstead Harbor	—0 11
City Island	—0 03
Rye Beach	—0 28
Port Chester	—0 09
Mamaroneck	—0 08
New Rochelle	—0 24
Davids Island	—0 02

On Breakwater Harbor

CAPE MAY POINT	—0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	—0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	—1 10
Tiverton (between bridges)	+0 21
Beavertail Point	—0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	—0 08
Point Judith Hbr. of Refuge	—0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	—0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 2/4	7:10	5:19
FRI. 2/5	7:09	5:20
SAT. 2/6	7:08	5:21
SUN. 2/7	7:07	5:22
MON. 2/8	7:06	5:23
TUE. 2/9	7:05	5:24
WED. 2/10	7:04	5:25

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 2/4	7:05PM	8:00AM
FRI. 2/5	8:05PM	8:20AM
SAT. 2/6	9:05PM	8:40AM
SUN. 2/7	10:10PM	9:00AM
MON. 2/8	11:10PM	9:20AM
TUE. 2/9	—	9:45AM
WED. 2/10	12:20AM	10:10AM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
2/17	2/24	3/3	2/10

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	5:55	—	6:20	12:05
Fri.	6:40	12:30	7:05	12:50
Sat.	7:20	1:10	7:45	1:30
Sun.	8:10	2:00	8:30	2:15
Mon.	8:50	2:40	9:15	3:00
Tues.	9:35	3:25	10:00	3:45
Wed.	10:25	4:15	10:55	4:40
Thurs.	11:10	5:00	11:45	5:30

The Fisherman's Classified

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BOATS & MOTORS

1980 19' CENTURY, 170 hp Mercruiser I/O. Full canvas, trailer. Immaculate. $6990. THE MOORING, 516-766-0080.

1983 19' SPORT CRAFT cuddy, 90 hp Evinrude, D/F. Full canvas. Clean. $6990. THE MOORING, Oceanside. 516-766-0080.

1978 24' WINNER Sportfish, 198 hp Mercruiser, VHF, DF. Navy top. $8950. THE MOORING, Oceanside, 516-766-0080.

1987 37' TOPAZ, 3208 TAs 375 hp ea. Custom bridge tower. Compl. fish equip. Total electronics. Avon life raft. Too many features to list. Bristol cond. $225,000. Days: 516-422-5100. Eves: 516-581-6933.

Twin 1987 Mercury 150 XL O/Bs, w/props, tachs & extended 3-yr. warranty. Only 90 hrs. on engines. Both powerplants in Bristol cond. Will sell either separately or as pair. Priced right. Call John evenings to make a deal: 516-499-2288.

86 GRADY WHITE 25' Sailfish, T175 Johnsons. Loaded, loaded. Low hrs. Mint. Seriously for sale. Days: 718-891-5282.

26' GROVERBUILT 1980, 120 hp Lehman Ford diesel. 570 hrs. Many options. Excl. cond. $23,500. 914-764-5470.

FORMULA 1978 26' S.C. twin 260 hp, VHF, DF, Loran, windlass, radar arch. Mint. $23,500. 516-361-6774.

1987 PRO-LINE 23' W/A cuddy, bracket, Yamaha 150-1986. VHF, depth recorder. Full curtains. $16,950 or B/O. 516-487-5900 any time.

1976 PENN YAN F/B, 225 hp Chrysler. $7495. THE MOORING, Oceanside, 516-766-0080.

1983 19½' GALAXY Cuddy, 120 hp Mercruiser I/O. Full canvas. $6990. THE MOORING, Oceanside, 516-766-0080.

60' CUSTOM BUILT Party Boat, 49 passengers, 100 miles. Can increase. 2 8V71s. Planking 1.5" Juniper. Excl. cond. Built 1978. New boat coming in June. Reduced for quick sale. $125,000. CAPT. JOHN, 15 First St., Waterford, Ct 06385; 203-443-7259. Make offer.

DEALER CLOSEOUT SALE
Mariner Outboards; Dell Quay boats, Metzeler inflatables. NASSAU CYCLE CENTER, 516-931-7180.

MERCURY NEW 1986-1987. Outboards. All sizes. Phone quotes. ELECTRA MARINE, 610 Merrick Rd., Lynbrook. 516-599-3003.

65' Steel Head/Charter GMs
46' 1971 Chris Aquahome, Gas
40' 1982 Egg Tournament 6/71 TIs
37' 1981 Stapleton Canyon GMs
29' 1972 Dyer, 227 Seamaster
30' 1979 Sisu, Volvo dsl.
46' Pound Boat, 6-71
60' 1976 Epoxy Head/Charter 6-71s
30' 1974 Columbia Tower, Perkins
30' 1969 Morgan Sail
30' 1985 Downeast Fisherman Detroit dsl.
30' 1986 Custom Blackwatch GM Dsls.
30' Blackwatch, bridge. Loaded. Detroit dsls.
33' Stuart Angler, Volvo dsl.
25' Blackfin, tower, 270 Crusader
KARP MARINE, 516-581-3308.

EVINRUDE

NEW 1986 AND NEW 1987 EVINRUDES
2-$268; 4-$468; 6-$612; 8-$712; 9.9-$960; 15-$1100; 25-$1288; 30-$1388; 40-$1600; 50-$1958; 60-$2350; 70-$2600; 90-$2750; 110-$3000; 120-$3700; 140-$3800; 150-$4200; 175-$4500; 200-$4800; 225-$4900; 300-$5900. ELECTRA MARINE INC., 610 Merrick Rd., Lynbrook, NY 11563. Scott & McCulloch parts. FOB/H. WI. 516-599-3003. We ship anywhere. Phone quotes. Full service shop.

WANTED: MAKO, boat hull any condition. With or without whatever. Cash. 516-427-2851.

IMPERIAL 23' 1986 VC230F Fisherman, 170 hp Merc I/O. Extended warranty. VHF, depth finder, canvas, etc. PORT OF EGYPT, Southold. 516-765-2445.

'82 TIARA Pursuit, twin 350 Crusaders. Low hrs. Tower, chair, radar, SSB, auto pilot, Loran & more. Very clean. $65,000. 516-626-6958.

STEEL TOW Push Workboat 35'x10' beam, 3' draft, 4-71 Detroit diesel. Clean; painted. Ready to go. $12,000. 516-798-7531.

1981 31' TIARA Pursuit, twin 255 FWC Mercruisers, 600 hrs. Lee chair, stainless radar arch, Pompanette box, outriggers, downrigger. Benmar auto pilot. Icom VHF, Lowrance X15 & more. For the family special removable stern seats, teak table & bow cushion. Clean boat. After 7PM & Wknds: 516-295-1241.

EVINRUDE

NEW 1985, 1986, 1987 NEW
4-$459; 6-$611; 8-$711; 9.9-$959; 40-$1598; 48-$1948; 110-$2999; 140-$3999; 225-$4998. SEALAND MARINE, 48 Merrick Rd., Amity Harbor, NY 11701; 516-842-1242. FOB/WI. Ship anywhere.

86 21' PRO-line Walkaround cuddy, 86 115 hp Yamaha. Full canvas. $10,500. 201-656-6308.

Al Ristori's 1984 MAKO 25 Sheri Berri. Powered by twin 1987 Evinrude 140 hp. Salt Shaker T-top & instrument box. Prattworks fight chair in bow. Sold ready to fish or w/out motors, electronics, downriggers, outriggers, etc. Berthed in Pt. Pleasant. 201-223-5729.

1985 18' KEN CRAFT Center Console, 1983 115 hp Mercury O/B, PT&T, white line recorder, VHF. $6495. THE MOORING, Oceanside, 516-766-0080.

1979 GRADY WHITE 241 Weekender 24' Walkaround cuddy, 260 hp OMC. Low hrs. Mint cond. Equip. $19,500. 718-596-5070.

17' SEAS Fiberglass, 50 hp Merc. w/trailer. Running cond. $600. After 6PM: 516-273-0960.

1978 25' 6" ROBALO Ctr Console, 1978 twin 150 hp Merc. O/B, T-top w/overhead elec. box, digital DF, Icom VHF, Ray Jeff Hailer, Ritchie compass, batt. charger, 2 new batt. Raytheon wtr. temp. gauge. Boat & motors in excl. cond. $12,500. Days: 718-721-5360. Eves: 516-248-0636.

SHAMROCK KEEL DRIVE I/Bs 17', 20' & 26'. Rampage Sportfisherman 24'-28'-31' I/B. SOUTH SHORE BOATS, 516-288-2400; 516-378-3200.

1986 VIKING Sportfisherman 35', twin Turbo Cats, tower. State-of-the-art electronics. Fight chair, Avon life raft. $145,000. Call for details, Eves: 914-769-7107.

1984 PRIVATEER 21', 125 hp Volvo I/O. Low hrs. 1986 Cox Tandem trailer. $9500. 718-327-5752.

1972-73 SEA CRAFT, 260 hp OMC I/O. New in '85. Loaded & rigged for offshore fishing. $11,500. THE MOORING, Oceanside. 516-766-0080.

BERTRAM 31' 1980. 400 hrs. Twin Cummins 504s. Radar, Loran, VHF & CB. Canyon ready & loaded w/extras. Call for info. $79,500. 516-586-7378.

GRADY WHITE 230 Gulfstream 1987, twin 150 Mercury O/Bs. Only 60 hrs. 3-yr. warranty on hull & motors. Hardtop w/radio box & rocket launcher. Trim tabs, hydraulic steering, outriggers, full canvas & full gauge pkg. Loran, VHF, CB, Sea Temp & computer graph recorder. Dual batt. w/switches, fuel filters & Ritchie navigator compass. SW washdown, live well & F/W sink, 12 cabin rod holders & double bunks. Too much to mention. Dream boat for offshore fisherman. Priced to sell quickly in the mid-upper $30s. Call John evenings for appt. & test ride: 516-499-2288.

LUHRS 340—offers more standard features than any other Sportfisherman in her class, incl. the welded aluminum tower, compl. w/console. In stock along w/290 & 342. Also dealers for Sportcraft, Chris Craft, OMC Sea Drive; OMC Stern Drive; Johnson; Mercruiser. SPELLMAN'S MARINE, 1708 North Hwy, Southampton, NY 11968; 516-283-7907.

26' MAC KENZIE Cuttyhunk Bass Boat. New motor. Stern controls. $7500 or B/O. 516-324-2516.

Continued On Next Page

MAKO ★WHOLESALE ★ RETAIL ★ EXPORT ★ WHOLESALE ★ RETAIL EGG HARBOR FORMULA
AL GROVER'S MAKO BOATS • (516) 379-7100 MAJESTIC MARINE • (516) 546-BOAT

GRADY WHITES

1987 Grady White 228-G 22' W/A. Bracketed hydraulic steering, topside drop curtains. Rigged w/instruments. Porta-Potti, compass. Make ready w/79 235 hp Johnson & new power head. 12 mo. warranty motors; 3 yrs. warranty boat-$22,875.

1979 Grady White Chesapeake 21' 2", 260 hp OMC I/O-$11,800

1974 Grady White Sportsman 19' 1", 1975 85 hp Johnson-$4750

1981 Grady White 204 Fisherman 20' 4" 82 140 hp. Loaded-$8900. Like new.

1978 Grady White 204C W/A cuddy, 83 150 hp. Loaded. Like new-$12,950.

PRIVATEERS

1984 Privateer 18' Closed Bow, 1984 Johnson 60 hp-$6950

1985 Leftover Privateer 18' Bay Prowler FWC 130 hp BMW-$9900

1979 Privateer Roamer 20' 2" center console w/new Johnson 120 hp-$8995

1983 Privateer 21' 6" center console Volvo I/O 125 hp-$11,500

1985 21' 6" Privateer center console, 140 hp loop Johnson w/Johnson kicker, T-top, pulpit, r/hs & outriggers, Loran, VHF, graph D/F, sprayhood coolers, etc. Warranty. Inquire. Details: 718-327-3088

OTHER USED BOATS

1974 25' Slickcraft 10' beam twin Merch 180 hp. Low hrs. Electric dockside pwr, encl. head, ice box, etc-$17,995

1973 Marquis Caribbean 18' 9", 1973 115 hp Johnson-$3995

1985 Pro-Line 20' 6" center console. Springfield bracket. Closed transom 140 hp Evinrude 1+2 extend protection to 89. Loaded boat. Inquire

1979 Stricker 26' Volvo TAMD 40, radar, Loran, VHF, Si-Tex paper rec. W/L Helm chair, King 4060 color video DF, T-top. Inquire

EDDIE'S MARINE SERVICE CORP., 210 Bch. 2nd St., Lawrence, NY 11691; 718-327-3168.

MUST SEE: 1985 28' Trophy. Full encl., radar arch, outriggers, 260 hp Volvo FWC. 300 hrs. 10' beam, 150 gal. Full galley, head. Swim platform, VHF, CB, Loran, white line, sea temp & more. Mint! Best serious offer. Days: 516-368-6200. Eves: .516-584-6052.

1985 MERCURY Outboard, 75 hp. Controls, cables, spare prop, two 6-gal. fuel tanks. Very low hrs. Mint cond. $2300. Eves: 516-735-0376.

1984 17' PROLINE center console, 70 hp Yamaha. Galv. trailer. All in mint cond. $6800. Eves after 6PM: 516-589-6599.

CLEARANCE SALE

1987 MFB boats: 19' runabouts; 19' & 22' cuddys; O/B & I/O Cobras. No reasonable offers refused. THE MOORING, Oceanside, 516-766-0080.

TOPAZ, Bimini 24', 80 TMD 40A Volvo diesel. 470 hrs. Loaded. Mint. 516-271-0226.

1983 MAKO 25 CC; Rainbow Runner II, 1984 Twin 150 hp Merc V6 O/Bs, 1983 Shoreline EZ Loader trailer, T-top, rocket launcher, gin pole, outriggers. Full electronics. Rigged to the hilt. The ultimate fishing machine. $29,500. Eves, Wknds: 516-277-4426.

EVINRUDE

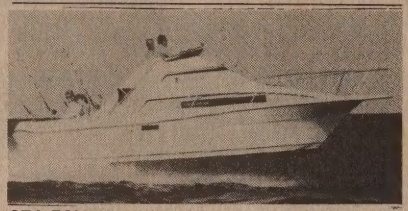
WE'LL BEAT ANY DEALER'S advertised price: and service it, too! AL GROVER'S, Freeport, 516-378-0510.

16' MIRROCRAFT, 40 hp Evinrude, Galv. trailer. Rigged to fish. Ask: $2500. After 5PM: 516-273-0485.

1987 SEAWAY 20' center console. Boat & motor manufacturer's Demo. Less than 10 hrs. VHF, depth finder. Complete inst. Powered by Suzuki 200 hp Anniversary Edition. Compl. w/deluxe trailer. Will deliver. Ask: $20,000. 201-534-5057.

IS IT TRUE you can buy boats for $43 through the U.S. Government? Get the facts today! 1-312-742-1142. Ext. 7161.

BOSTON WHALER 1979 Montauk 17, 85 hp Johnson, power T/T, SS Prop. Highland trailer. Extras. $6300. 516-661-7545.



SEA FOX. New 29' flybridge, 11' beam, twin 240 I/Bs, Halon, hot water. Sleeps 5. Refrig. & more. List $69,000. Ready to go $44,900. AMITY HARBOR MARINE, Amityville, NY; 516-842-1280

1986 200 hp Mercury; under 50 hrs; 1986 34 300 hp Mercury, under 50 hrs; 1986 21' Seebold Eagle, w/1981 SeaLion trailer; all covers. Fully equip. For info, call: Peter, 516-628-3452.

21' PRIVATEER
LOA 21' 6" BEAM 8' 4"
PORT OF EGYPT, Southold. 516-765-2445.

ENGINES: Pair Chryslers 318 FWC. Many new/rebuilt parts. Will sell separately. 201-789-9315.

PHOENIX 1983 29' FBC. Twin 270 FWC Crusaders. Loran, 2 VHFs, paper recorder, sea temp, sniffer, synchronizers, stereo. Outriggers, sport fishing chairs, windlass. Much more. Mint cond. $54,500. 516-757-6270.

SUZUKI OUTBOARDS. First w/oil injection, 2-200 hp. LEE MARINE, Sayville. 516-567-3313.

Alura 30

SPORTFISH Cruiser 30' by Hunter Marine. Full keel design. 6' 4" cabin w/galley & head. Huge cockpit. Introductory special $40,645 w/270 hp. FOB. SOUTH SHORE BOATS, 516-288-2400; 516-378-3200.

22' NORTH AMERICAN. Good glass hull for commercial or pleasure fishing. 1986 200 hp Black Max Mercury O/B-used only 2 months. Si-Tex Loran, 2 Furuno recorders, VHF radio. Ask: $8000. Jason: 516-668-3763.

WELLCRAFT 20 1981 V20 Step Lift, 170 hp Merc I/O. Radio, depthfinder, compass, swim platform, etc. PORT OF EGYPT, Southold. 516-765-2445.

ROBALO. New 26' Sportfisherman, twin 200 hp Yamahas, hardtop, galley. Encl. head & more. List $57,500. Ready to go-$39,900. AMITY HARBOR MARINA, Amityville, NY; 516-842-1280.

25' C-HAWK w/Cuddy, SS rail, 96 gal. fuel tank, 1987 150 hp Suzuki, SS prop. Windshield wipers, bilge pump, 4 rod holders. CG Pkg. FOB. $18,500. Financing avail. 17'-25' Center Console also avail. JENSEN MARINE, Copiague, NY; 516-226-9739.

BOATING EQUIP.

COMPASSES—COMPASSES—COMPASSES
Remember, if it has anything to do with compasses at all, give me a call! Huge inventory of Ritchie compasses. Expert installation & adjustment. Authorized repair service. I also carry a complete line of binoculars, sextants, clocks, barometers. JENS JACOBS NAUTICAL SERVICE, 516-757-7169.

QUICKSILVER Stainless Steel Propellers. Two 14" diameter X 19" pitch wheels. Used only once. Fits Merc V6 O/Bs or Mercruiser stern drives. Original cost-$660; will sacrifice at $475. John, Eves: 516-499-2288.

RADAR, Loran, autopilots, VHF, SSB, fish recorders. Sales & Service most major brands. Custom installations. MARITIME COMMUNICATIONS INC., 377 Woodcleft Av, Freeport, NY; 516-623-4421.

BOAT TRAILER REPAIR. Complete w/all new galvanized parts. FAZIO MFG. INC., 1121-16 Lincoln Ave., Holbrook, NY 11741. 516-563-2263.

CUSTOM MARINE WOODWORK. No job too small: tackle lockers, instrument enclosures, consoles, bow pulpits, etc. Interior & exterior repairs & restorations. CUSTOM MARINE CARPENTRY, 516-623-1639.

The Weather Beater

Change your Center Console! Add the "Weather Beater." A fiberglass T-top that protects you & your electronics, for under $2000. P.O. Box 7193, Garden City, NY 11530; 516-226-0496.

POLARIS Spy Radio—NC 7200 Direction Finder VHF. Brand new. Never used or installed. Complete w/special antenna; w/warranty-$750, $100 under wholesale. Eves: 718-830-0267.

20% Off OMC, Evinrude, Johnson Propellers. BURCK, 526 City Island Ave., Bronx, NY 10464; 212-885-1559.

BOAT TRAILERS: EZ Loader. All sizes in stock. Immediate Del. Priced right. Trailer hitches installed. SEAHORSE TRAILER, Glen Head, NY. 516-676-5313.

LEE Fight Chair complete w/cushions, cover, 2 rod holders, 2 gimbals, 2 stanchions. 914-633-9134

REPLACEMENT Bow Railings. All stainless; made to fit like your old one. Custom stainless work done to your specs. Bellmore, 516-826-7809.

OUTRIGGERS: Pompanette bridge mount 2' stainless pole holders. Poles 22' aluminum. $450. 212-222-3325.

SI-TEX EZ-7 Loran. Used 1 season-$325. Lowrance model 2460 Flasher/depthfinder. Depth readings to 360'-$125. Al: 201-461-8670.

MISCELLANEOUS

BOAT CLEANING: Washing, waxing, interior & exterior cleaning. All types of cleaning service. Weekly, monthly, seasonal rates. Special spring open-up service. Call for free estimates. LIKE NEW BOAT CLEANING, Richie: 516-826-3699.

LORAN Numbers for 60 of the area's hottest wrecks, reefs & fishing spots are avail. on a 4"x5½" fully laminated card which is waterproof, durable & compact. Simply send $5 to: DE MAPO ENTERPRISES, 1204 Ave. U, Suite 1231, Brooklyn, NY 11229.

MERCRUISER Sterndrives repaired & overhauled. Rebuilt outdrives for sale. Trim cylinders rebuilt. HIGHLAND MARINE, 516-587-7567.

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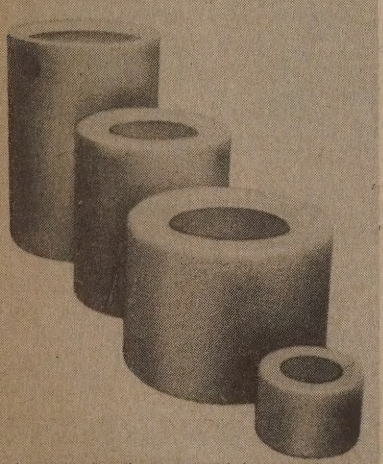

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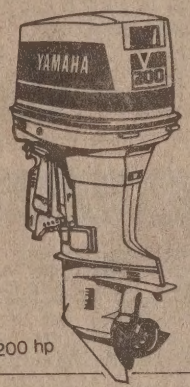

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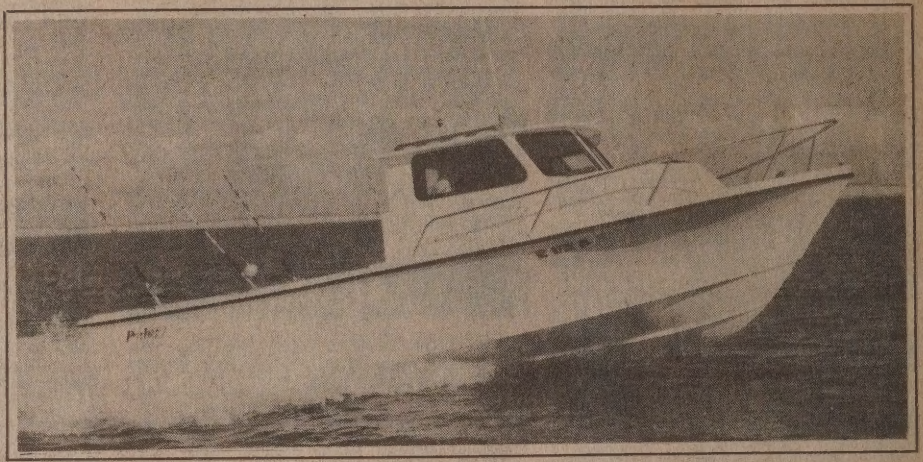

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